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Cutting deck of Ballenera del Norte at Paita, Peru, where U. S. capital aids in developing the sperm whale resource. (Page 12)

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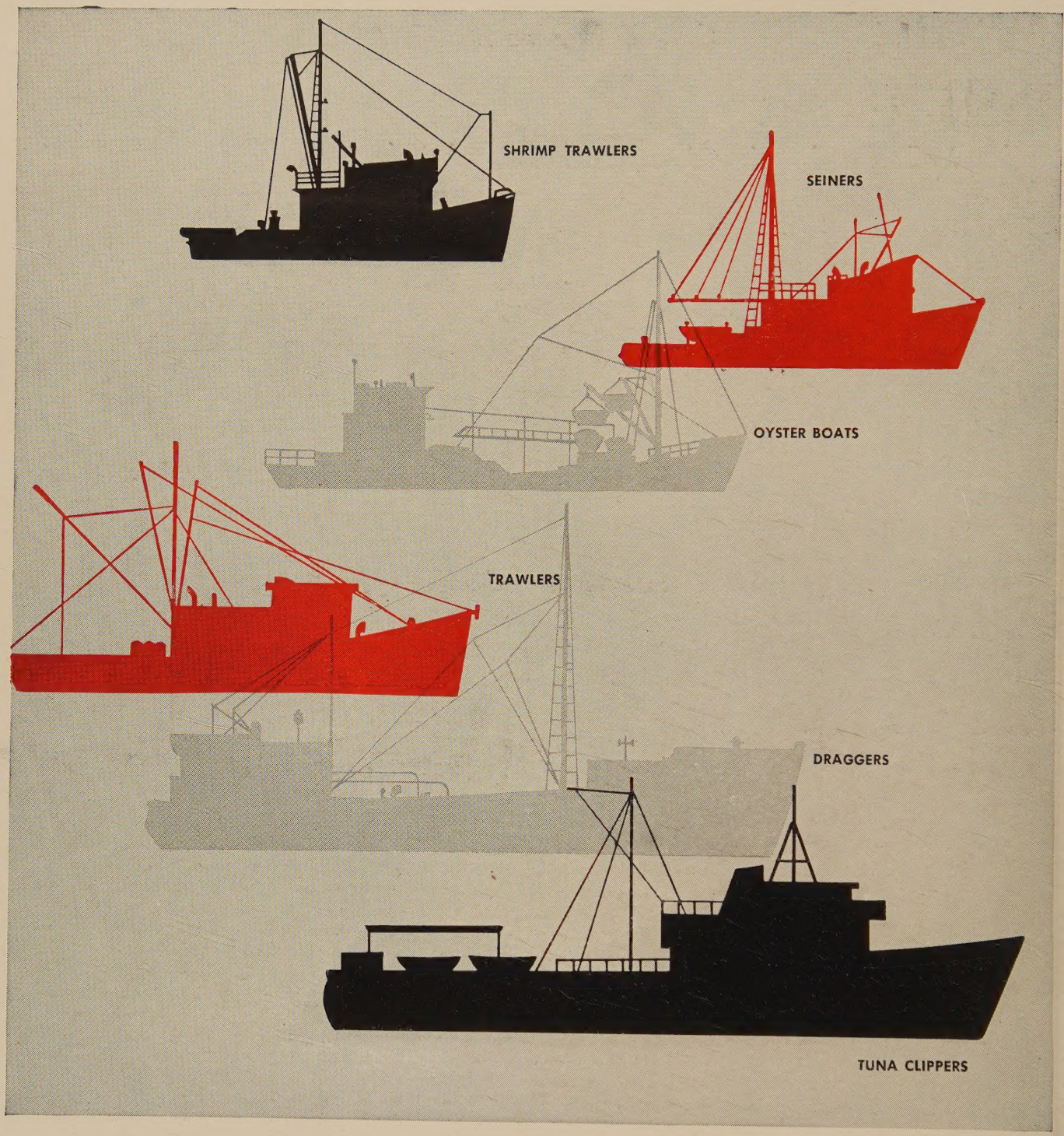


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**Our Fifty-Seventh Year—** NOVEMBER, 1959 Vol. 57 No. 12


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## International North Pacific Fisheries Commission—

# Scientific Research Basic To Two Essential Problems Of North Pacific Fisheries

● With the scientific data produced over the previous year submitted in evidence and largely evaluated, the International North Pacific Fisheries Commission opened the formal phases of its sixth annual meeting as this issue went to press.

Through early November the sections representing the United States, Canada and Japan sought means by which scientific knowledge and national interests could be combined to produce progress toward solution of these two primary problems with which the convention is designed to deal:

1. Do North American stocks of salmon, halibut and herring continue to qualify for abstention from fishing by Japan?
2. What line or lines most equitably divide stocks of salmon of North American origin from those of Asian origin on the high seas?

● Biologists of the three nations submitted and scrutinized their scientific data for a period of two weeks before the opening of the formal, full session of the commission Nov. 2.

The first week was concerned wholly with close examination of the evidence bearing on abstention and the continued qualification of North American salmon, halibut and herring from fishing by the Japanese.

Out of this intensive study came a development of definite significance. It produced "substantial agreement" between the scientists of the United States and Japan that:

> *Increased fishing effort applied to Alaska herring stocks would produce an increase in yield which could be sustained from year to year.*

Inasmuch as one of the qualifications for abstention is inability of increased effort to produce such an increase in sustainable yield, the agreement might have far-reaching significance.

● No close approach to agreement appeared from consideration of the data and the national arguments bearing upon qualification of American and Canadian salmon stocks for continued abstention by the Japanese.

The arguments were largely theor-

etical in character and yielded no definitive conclusions.

● Continued qualification of North American halibut stocks was maintained vigorously by the American scientists, and bitterly attacked by the Japanese, who brought the management philosophy of the International Pacific Halibut Commission under heavy fire, being particularly critical of its application to the resource in Area 2 off the coasts of British Columbia and Southeast Alaska.

Despite the large Canadian interest in this fishery, that nation's scientists submitted no additional material, and appeared to be maintaining a neutral position.

● Examination of the 1959 research data during the second week of the scientific conferences preliminary to the general meeting yielded some progress toward clarity and understanding, without any substantial concessions on the part of any national group.

Some significant extensions of agreement on ocean distribution of salmon species appeared, but they fell far short of offering a basis on which either movement of the Abstention Line could be anticipated in the near future, or its present location confirmed.

Throughout the discussions, and in the points on which the scientists could agree, it was plainly evident:

1. That the principal species—Red, Chum and Pink,—have distinctly different patterns of distribution.
2. That the pattern for each species may vary from year to year, with oceanographic conditions apparently the most significantly controlling factors.

● With respect to Reds it was generally agreed that the center of abundance of Bristol Bay fish in 1956, 1957 and 1958 shifted between 180° and 170° West; and that this center of abundance of Reds of Bristol Bay origin shifts in June.

Tag returns continued to indicate that Reds tagged the entire length of the Aleutian Chain were recaptured in Bristol Bay, or by the Japanese high seas fishery in the vicinity of the tagging operation.

Meristic and scale studies further affirmed the extensive intermingling of continental stocks in the vicinity of the Abstention Line, with dominance of American-origin fish west to 175° East. There was further evidence that American-origin fish tended to be found further west in waters north of the Aleutians, while Asian-origin fish are inclined to occur further east in the Pacific waters south of the Aleutians.

● In the case of Chum salmon the research data of 1959 indicated to the scientists that the zone in which the continental stocks of this species intermingle was even wider than they had previously believed; and that American-origin Chums range westward to about 177° East, while Asian-origin Chums are known to move eastward to 164° West.

● Pink salmon distribution was once more shown as distinct and highly variable by the research data examined in 1959.

Research during the past summer indicated conditions were quite similar to those prevailing in 1957 with respect to abundance and distribution of Pinks on either side of the International Date Line.

They indicated further that Pinks originating in east Kamchatka ranged as far east as 163° West; and that the Pinks found far to the east come primarily from east Kamchatka, and not from other Asian areas.

Returns from 1958 Pink tagging, however, indicated that Pinks of Bering Sea tributaries in Alaska ranged westward as far as 177° East.

In the matter of *relative abundance*, as distinguished from occurrence, the data of 1959 tend to corroborate those of previous years. Thus, tag recoveries and other evidence showed strong preponderance of Asian Pinks along the Aleutians as far east as 170° West in the early summer of 1957. Preliminary data for 1959 point to a similar preponderance during past season.

On the other hand, in 1958, when the catch was much smaller, Pinks of American origin predominated near the Aleutians as far west as 177° East.

● King crab researches continued in 1959 to be marked by a high degree of cooperation between the biologists for the Japanese and American sections, the only ones concerned with this problem.

They readily agreed that the catch per unit of effort in the tangle net fishery of Bering Sea shows no decline for the period from 1953 to 1959; and that there actually is a rising trend evident.

They indicated interest in an evaluation of the effect of trawl fishing on Bering Sea King crab stocks, in the event such a fishery should be undertaken in 1960.

Research data for 1959 indicates a tendency for segregation of the females and old-shell males on the southern and eastern areas of Bering Sea, with the new-shelled and small males further north and west.

● Studies of long-range research programs for the national sections comprising the International North Pacific Fisheries Commission seemed this November to point to a gradual modification, and possibly some reduction in certain aspects of the research.

Japan's suggestions were that further study should seek (1) a density and origin index for salmon in the sea; (2) means of estimating natural mortality; (3) development of a catch-per-unit-of-effort index which would be valid in spite of varying natural conditions; (4) improved means of identifying salmon of both continental origins, and of estimating their proportions.

United States' proposals would continue racial studies for (1) distinguishing races and determining their oceanic distribution; (2) tagging to determine times and routes of migrations.

Increased emphasis was proposed on (1) oceanographic studies to determine areas of high biological productivity, and their part in governing the abundance and movement of salmon; (2) development of statistical means and systems of the greatest possible effectiveness in interpreting data derived from field investigations.

Canada was inclined to favor limit rather than extension of long-range research, and advocated completion of analysis of present data as probably sufficient to provide answer to the problem as to where the Abstention Line should be situated "most equitably" to divide the continental salmon stocks.

The Canadian report saw little prospect of major increase in that section's research effort, save perhaps in the field of oceanography.

Canada thus urged completion of the analysis of data presently in hand with "full reporting." This last phrase evidently referred to the rising demand heard at the conference for publication of scientific reports on the research done, whether by the commission itself or by the national sections.

It has been noted that although the commission's researches were initiated in 1954 no scientific papers covering the investigations have yet been published.

● It would appear worthy of comment that informal opinion of the biologists representative of the three nations appeared to regard 1960 prospects for Red salmon as good.

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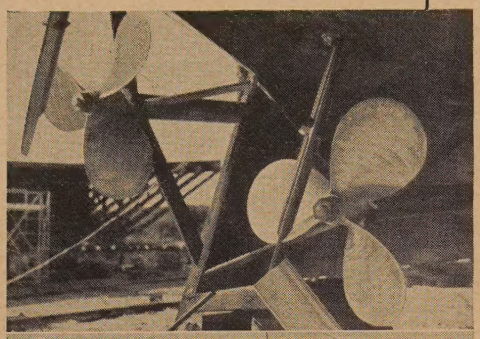

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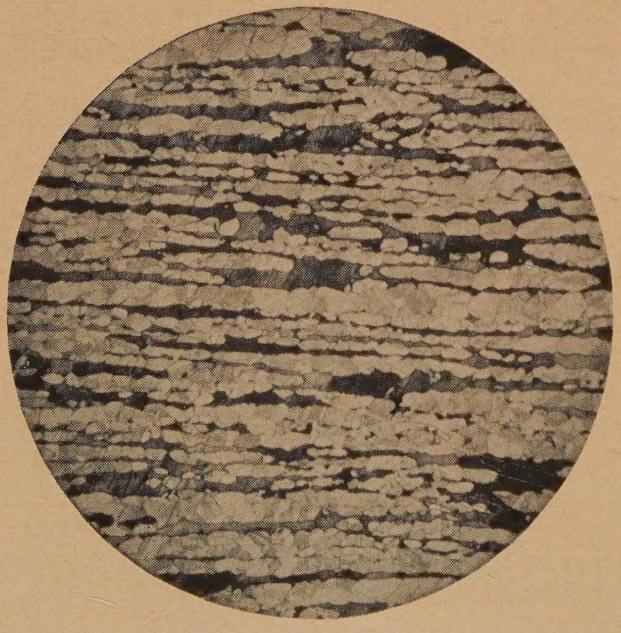

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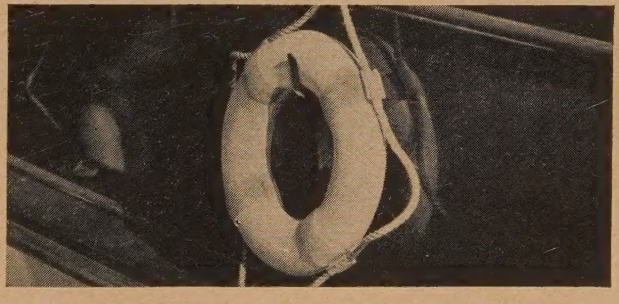

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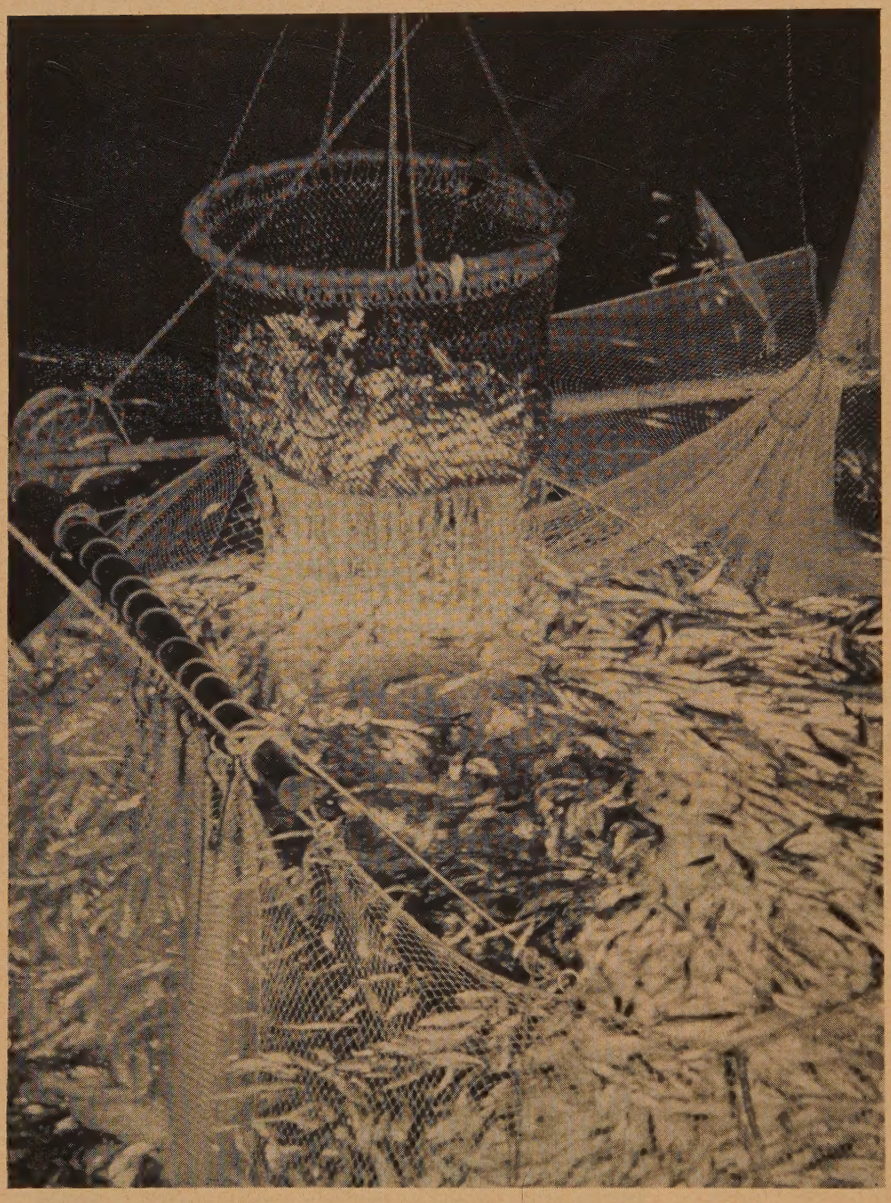

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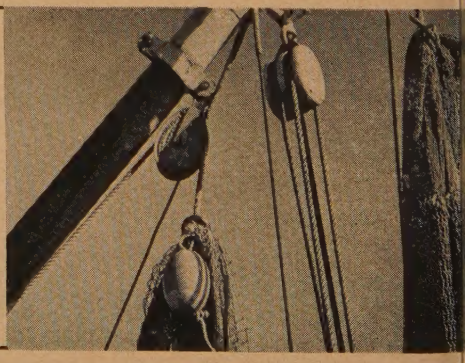


PACIFIC FISHERMAN NOVEMBER 1959

## At Opening Plenary Session in Tokyo—

# U.S. Tuna Industry United, Hopeful, After Frank Talks with Japanese

• The long-heralded and long-sought intergovernmental tuna conference between the US and Japan came and went last month, and the first delegates to return to their native heath brought back a picture of a tuna industry united as never before, and solidly supported by their Government.

They also reported that the meeting, which began in an atmosphere of suspicion and distrust, ended on a note of friendship and harmony, with each side understanding the other a good deal better, and each promising to manage its affairs in such a way as not to damage the other.

As anticipated, the subject of US imports of Japanese tuna, which was to have been excluded from the discussions, was discussed; and the most immediate tangible result of the meeting was a very welcome Japanese official declaration on exports to the US:

**"Advice and Guidance . . ."**

Kenjiro Nishimura, director of the Fishery Agency and chief Japanese delegate at the close of the conference, said publicly that his Government would give the Japanese tuna industry "advice and guidance" to the end that Japan would "supply tuna to the US only to fill the demand which the American tuna industry cannot meet."

This declaration was received by all segments of the American industry with undisguised pleasure and satisfaction.

Tunaboat owners, who have said all along that all they want is a fair share of their own country's market, praised the Japanese for taking this stand, and hoped that the Japanese industry would live up to it.

They did not lose sight of the fact that the statement can be interpreted in more than one way, but they are willing to assume that the Japanese Government and industry mean what they said, and spoke from a more thorough understanding of the US tuna fishermen's problems.

They are also aware that in Japan, where the Government takes a strong-

**In the photo above**—Chief U.S. Delegate **W. T. M. Beale,** Department of State, is standing. Others at the table, from the left: **G. V. Howard, Arthur Sandberg, Don Johnson, H. E. Crowther,** and **Director Donald J. McKernan,** all of the Bureau of Commercial Fisheries; **Arnie J. Suomela,** commissioner, U.S. Fish and Wildlife Service; **Ben H. Thibodeaux, Fred Taylor,** and **W. G. Van Campen,** all U.S. Department of State. American advisors, seated behind, are from the left: **John S. McGowan,** Columbia River Packers Association; unidentified; **Lester Balinger,** San Diego Cannery Workers and Fishermen's Union; **Ed Morris,** California Fish Canners Association; **Dr. W. M. Chapman,** American Tunaboat Assn. Japanese delegates in the foreground, from the left, are: **Wataru Okuma, Foreign Ministry,** chief; **Kenjiro Nishimura,** director, Fishery Agency; **Motosaku Fujinaga, Kunio Seto,** and **Hiroshi Nakamura.** Men between the tables are interpreters.—Photo courtesy **Tokyo Shikuriyu Shinbun** (Tokyo Food Press).

## Southern California Domestic Tuna Deliveries

Cumulative totals for 1959 through Oct. 17, in tons, as reported by U. S. Market News Service

| | Albacore | Bluefin | Skipjack | Yellowfin | Bonito, etc. | Total |
|---|---|---|---|---|---|---|
| Clippers and Albacore Fleet | 13,194 | 16 | 44,200 | 24,416 | 11 | 81,840 |
| Purse Seiners | ... | 7,217 | 8,850 | 22,035 | 542 | 38,646 |
| **Total 1959 through Oct. 17** | 13,194 | 7,233 | 53,050 | 46,451 | 553 | 120,486 |
| Total 1958 | 12,036 | 15,160 | 50,801 | 56,475 | 2,145 | 136,557 |
| Total 1957 | 17,421 | 9,725 | 38,485 | 61,524 | 71 | 127,226 |

er regulatory hand in all industries, official "advice and guidance" will be followed faithfully.

### Industry Thanks Government

● Another most important direct result of the meeting, according to returning delegates, was bringing the US industry, all parts of it, and the Government, together in a solid, loyal unit presenting a closed front to a common problem.

Every reader of *Pacific Fisherman* who has followed developments leading up to this meeting knows that the US tuna industry had to use some very strong persuasion (some even called it pressure) to make their own State Department see the need for the meeting. State was reluctant to propose the meeting to the Japanese, but finally agreed, after imposing changes in agenda and procedure.

However, once the decision was made to hold the meeting, the US delegation, Government men and industry men, went into it as a fully united team, each segment upholding the others right down the line.

This was highly gratifying to the industry people, and they expressed their thanks to the men from State, Interior and Commerce Departments, in a statement of evaluation which they handed at the end of the meeting to W. T. M. Beale, State Department representative.

Mr. Beale had asked for such an evaluation, and he must have been pleased with what he got. All the industry advisors joined in "paying heartfelt tribute . . . to every individual here representing the Government of the United States. . . . We have taken the greatest pride . . . to work with you in this endeavor."

Although it is traditional, and usually meaningless, to throw bouquets at the end of every formal human activity, industry advisors personally assured *Pacific Fisherman* that they meant every word of what they told Mr. Beale.

### Japanese Surprised

It seemed to come rather as a surprise to some of the Japanese delegates to find the US Government, notably the State Department, closing ranks with the US tuna industry. Having listened to the preliminary hassling between the US industry and officialdom, they seemed to feel justified in assuming that the US delegation would be less than unanimous in its views.

If this belief was held, it was soon proved wrong, and the unanimity of the US stand no doubt was one of the things that caused Mr. Nishimura to make his welcome statement at the end of the conference.

● No delegate looked upon the meeting as a victory for the US tuna industry over its Japanese counterpart. Indeed the Japanese side indicated that it felt it had won its share of points where there were any points to contest.

### No Rigid Controls

For one thing, no mention was made of "voluntary" or any other kind of rigid controls of Japanese exports of tuna to the US. This seemed to come as a relief to some Japanese observers, who seemed to feel that the whole purpose of the meeting was to limit such exports.

The Japanese trade press felt that in the discussions of the scientific points on the agenda, Japan clearly showed the superiority of its research on the biology and ecology of world tuna species. Commentators gave main credit for this superiority to the Nankai Regional Fisheries Research Laboratory at Kochi, headed by Hiroshi Nakamura, a conference delegate.

● It was felt that Japan won an important point in getting an agreement from US tuna buyers that a representative of the Japanese suppliers would be permitted to stand by during inspection of Japanese tuna delivered to US buyers. As everybody knows, the reject rate of some lots of Japanese tuna have been distressingly high, and the Japanese exporters now feel a little better protected against unreasonable rejections.

### A Grueling Schedule

The meetings began on September 30 and ended on October 12 — 13 grueling days for the US side.

● The reason for these hectic days was the lack of preparation. Right up until the day of the first session, it was questionable whether the Japanese would go through with their conditional acceptance of the conference and the agenda, or would decide to suspend the whole project pending further talks. So the preparatory work that is usually done weeks in advance was done from day to day at this meeting.

### Nations Take Turns

There being four points on the agenda, the first four days were devoted to plenary sessions, one day on each point. The nations alternated the chairmanship. Each nation presented its position at the morning session, and was answered by the other in the afternoon.

After four days of plenary sessions, the group was split up into two committees, each committee discussing two of the agenda points. These committees, after carrying out their discussions fully, took two days to draw up their reports, which were submitted to, and accepted by, the full group.

Chairmen of the two committees were: Committee One, Don Johnson and Hiroshi Nakamura; Committee Two, Don McKernan and Seizo Takeda. Mr. Nakamura is director of the Nankai laboratory, Mr. Takada chief of the production department, Fisheries Agency.

● In addition to the gentlemen pictured in the accompanying scene of the first plenary session, the following were also present as industry advisors:

Charles Carry, executive director, California Fish Canners Assn.; John Royal, secretary, Local 33, Fisheries Div., ILWU, San Pedro; Pete Repovich, manager, California Commercial Fishermen's Co-operative; E. M. Stewart, Five-Star Fish & Cold Storage Inc., San Diego (albacore co-op); Glenn Copeland, Van Camp Sea Foods Co., Long Beach, Calif.; Max Gorby, California-Marine Packing & Curing Co., Terminal Island; Joe Bogdanovich, Star-Kist Foods, Terminal Island; John Gisdavich, Columbia River Packers Assn. Also attending the meetings, but not officially, were Nick Trutanich, John Real and Jerry Scherer of Star-Kist, and Wm. Neville and M. Munacita of CRPA.

### Delegates Scatter

Following the sessions, Dr. Chapman and Mr. Carry continued West to Bangkok, Iran, Pakistan and way points to Rome, discussing the position of each nation on the Law of the Sea in preparation for a conference scheduled for 1960 in Geneva. Messrs. Trutanich and Bogdanovich went on to Ghana. Messrs. Johnson, Sandberg and Crowther proceeded to the fish laboratories in Shimizu and Yaizo.

**When Paramount put to sea** from San Pedro last summer it marked one of the biggest and fanciest conversions from tuna clipper to purse seiner. Equipped with the best and newest mechanical fishing equipment, she will fish for Star-Kist under command of Anton Misetich, former skipper of the **Anthony M.** and a leading San Pedro purse seine captain for many seasons. Bulk of the conversion was done by Larson Boat Works, San Pedro, with considerable work done by Harbor Boat Co., San Pedro. Arthur DeFever acted as consultant and advisor.

# National Steel and Tuna Firms in Merger

● National Steel & Shipbuilding Corporation of San Diego, which has built some of the most modern and biggest tuna clippers in the fleet, and Breast-O'-Chicken Tuna, Inc., biggest tuna cannery in San Diego, have approved a complex merger involving Kaiser Steel and three other big construction companies.

Under the plan described by C. Arnholt Smith, chairman and president of National Steel and the holding company Westgate-California, the four companies involved would buy all the assets of National Steel, plus the physical properties of Westgate-California.

The buying companies are Henry J. Kaiser Co., Oakland, Calif.; Morrison-Knudsen Co., Boise, Idaho, a big construction firm; Macco Corp., Paramount, Calif.; and F. E. Young Construction Co., San Diego. Macco and F. E. Young are also big construction companies.

The resulting firm would wind up owning the Breast-O'-Chicken cannery, as well as other Westgate properties including the San Diego baseball club in the Pacific Coast League, and the ball park in San Diego.

National Marine Terminals, which operates the tuna fleet and the cannery and other facilities at Paita, Peru, would continue operating without change, it was said.

The Breast-O'-Chicken cannery would be moved off the National Steel site at 28th St. and Harbor Drive, it was said, if National Steel lands a contract to build three 11,500-ton freighters for States Steamship Co., San Francisco.

Westgate-California Corporation, one of the entities involved in the proposed consolidation, was announced late in October as having purchased the San Diego waterfront properties owned by the Van Camp Sea Food Co. That company several months ago announced the consolidation of its Southern California canning operations at Terminal Island, and the suspension of its packing activities in San Diego.

Westgate-California will move all equipment from the Breast-O'-Chicken cannery to the Van Camp property whose facilities will be rebuilt and improved to give the plant capacity for canning 3,000,000 cases of tuna in a year.

The present Breast-O'-Chicken cannery site will be utilized to permit expansion of the National Steel & Shipbuilding Corporation's facilities. As explained by D. R. Giddings of this company, Westgate-California already owns docks and warehouses adjoining the Van Camp property. These were acquired some years ago in a consolidation with Sun Harbor Packing Co., which occupied the location.

The warehouses now are under lease to Convair, but after about two years will become available for development by Breast-O'-Chicken to give it a six-acre site, expected to be the largest in tuna canning.

National Marine Terminals, Inc., operating the fleet serving Breast-O'-Chicken, will move to the docks of the Van Camp and former Sun Harbor sites, which thereafter will serve as base for its fleet.

## Anthony Sokolich Joins Star-Kist's Staff

Anthony Sokolich, for three years Market News reporter with the Bureau of Commercial Fisheries Daily Market Reports, has joined Star-Kist Foods of Terminal Island, Calif., in the procurement department.

Previous to his tour of duty with the Bureau of Commercial Fisheries, Sokolich was for seven years an employee of Local 33 ILWU, San Pedro fishermen's union. Before that he was a working fisherman himself for about seven years out of San Pedro.

# The Sardine Problem is Global—

# Twenty-six Nations Seek Answers

By
**HERBERT C. DAVIS**
**Assistant Executive Director**
**California Fish Canners Association**

● "Where Oh Where! has the Sardine gone?"

● "When is a fish a Sardine?"

● "Why are there such major fluctuations in abundance everywhere?"

These were questions considered at an international meeting, the first World Wide Sardine Conference, held in Rome, September 14-21, 1959. Not all the answers were found, but some that were of particular interest to the Pacific Coast came up for air.

Every nation in the world with a sardine fishery has these problems and is seeking their answers.

Japan has had many major fluctuations over the years. The latest was in the 1940's when sardines all but disappeared entirely. Now they are back in good abundance.

France has suffered a disappearance of sardines from the Bay of Biscay on numerous occasions. The most recent was from 1950-1957 and their fishermen had to turn to tuna fishing to survive. In the last two years they have reappeared.

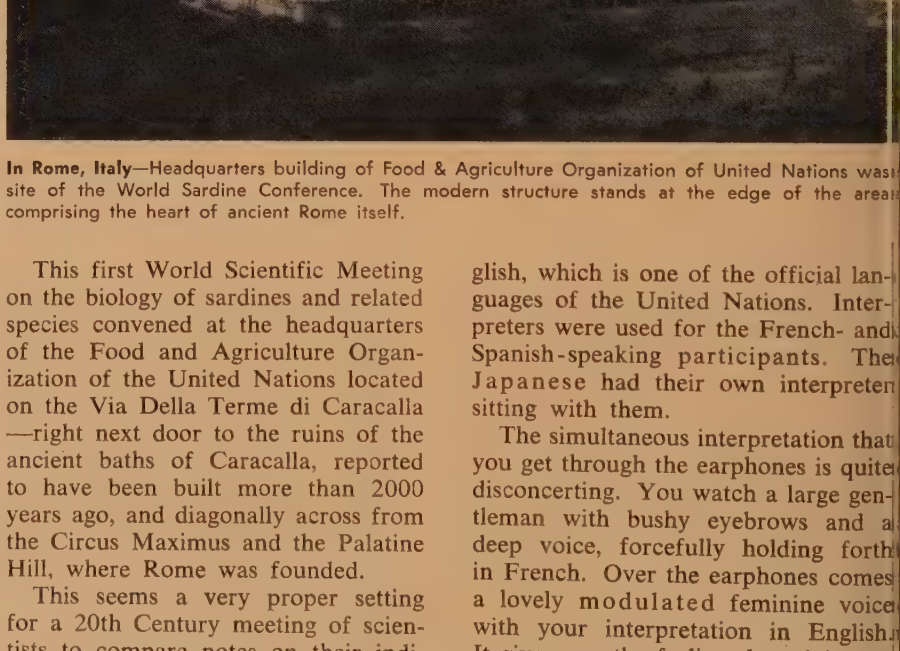
● California and the Pacific Coast have seen the sardine population disappear from its normal haunts. First from British Columbia and then progressively down the Coast until 1951-52 they were all but gone from Southern California. 1957-58 has shown a reappearance similar to that which has occurred in France and Japan.

Norway has experienced many seasons of great fluctuations in the 1000-year history of its herring fishery. Some were minor, some were years of complete failure.

France, Spain, Portugal, Norway, Britain and Maine have had the problem of terminology before them for years—"What is a Sardine?"

● The Rome meeting brought together the outstanding sardine biologists of 26 countries. Many of them are the authors of authentic publications on the subject of sardines.

The countries represented were Australia, Belgium, Canada, Chile, France, Germany, Ghana, Israel, Italy, Japan, Morocco, Netherlands, Nigeria, Norway, Philippines, Portugal, Southwest Africa, Spain, Turkey, United Arab Republic (Egypt), United Kingdom (Great Britain), United States, Union of South Africa, Union of Soviet Socialist Republics, Venezuela, and Yugoslavia.



**In Rome, Italy**—Headquarters building of Food & Agriculture Organization of United Nations was site of the World Sardine Conference. The modern structure stands at the edge of the area comprising the heart of ancient Rome itself.

This first World Scientific Meeting on the biology of sardines and related species convened at the headquarters of the Food and Agriculture Organization of the United Nations located on the Via Della Terme di Caracalla —right next door to the ruins of the ancient baths of Caracalla, reported to have been built more than 2000 years ago, and diagonally across from the Circus Maximus and the Palatine Hill, where Rome was founded.

This seems a very proper setting for a 20th Century meeting of scientists to compare notes on their individual findings, about the behavior and habits of these little beasts, and to discuss the techniques each is using to study them. The sardine was one of the first marine fish to be exploited by man, right here in the Mediterranean Sea. Sardines were the first fish to be preserved and canned and they even got their name from the Island of Sardinia where they were first fished.

● Donald L. McKernan, Director of the Bureau of Commercial Fisheries of the United States, was Chairman of the meeting, and Mr. M. Ruivo, Vice Director, Instituto de Biologia Maritima of Portugal, was Vice Chairman.

The meeting was conducted in English, which is one of the official languages of the United Nations. Interpreters were used for the French- and Spanish-speaking participants. The Japanese had their own interpreter sitting with them.

The simultaneous interpretation that you get through the earphones is quite disconcerting. You watch a large gentleman with bushy eyebrows and a deep voice, forcefully holding forth in French. Over the earphones comes a lovely modulated feminine voice with your interpretation in English. It gives you the feeling that pixies are playing games.

The agenda said that the fish to be considered by the meeting were the species of the genera *Sardina, Sardinops* and *Sardinella.* Sardina is generally referred to as the European Sardine and occurs along the North West and Southern coasts of Europe. Sardinops occurs off the west coast

of the United States, the west coast of South and Central America, the west coast of Africa, off the islands of Japan and off the coast of Australia. Sardinella occurs in the Mediterranean Sea, the Adriatic Sea, the northwest coast of Africa, around the Philippines, Indonesia, India and the east coast of South America.

### "When Is A Fish A Sardine?"

When plans were being made for the meeting, the state of Maine, and Norway, expressed dissatisfaction that herring was not included in the list of fish to be considered. Their contention was that the young herring, in both places, are customarily labeled "Sardines" and, if they are legally sardines, then they should be included in the agenda.

F.A.O. said that commercial nomenclature was not the criterion for selection of the subjects. They stated that the herring fishery was large and diversified and did not overlap any of the areas involving the other genera to any great extent. Because of this, herring should have a conference devoted exclusively to it. F.A.O. further contended that there would not be room on this agenda nor time to give adequate attention to a fish of the importance of the herring.

There were other complications. France, Portugal, and Spain raised the point that Sardina Pilchardus (Walbaum), the so-called European Sardine, was the only real sardine and, therefore, should be the only one discussed.

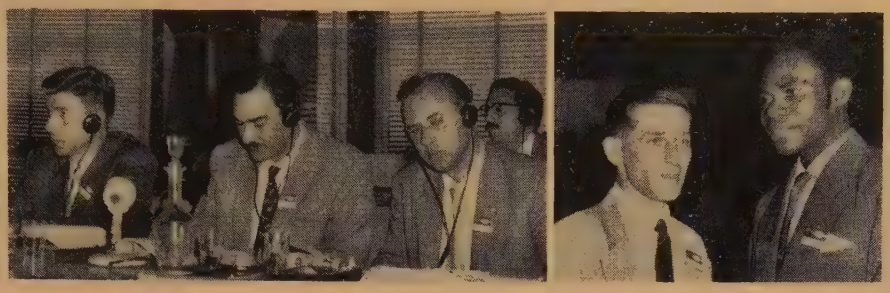
It looked as if there would be a big hassle before the meeting ever got organized and called into session. It was obvious to F.A.O. that the agenda could not be restricted to the one genus or there would be no International Conference and there would be no opporunity to look for answers to the important questions that all nations were seeking. Sardinops and Sardinella were too widely distributed and of interest to too many countries to be ignored.

● The compromise came by saying the Conference was to be about "Sardines and Related Species," this presumably took care of France, Portugal, and Spain but did nothing to satisfy Maine and Norway.

These two were not complaining so much about the herring being left out as they were that the title of the Conference could embarrass them by connotation, that their fish were not sardines as indicated on their labels.

This is all part of a controversy that has raged for years, ever since the first fish was canned and labeled "Sardine." International lawsuits have been fought — France has consistently insisted that only their fish are "sardines" and all others should not be labeled as such. The matter of commercial nomenclature has largely been left in the hands of each country under its labeling laws. This has caused some serious complications in the export market.

The United States Delegation included (l to r) **Garth Murphy, John Radovich, D. L. McKernan, Elbert Ahlstrom** and **John Marr.**



The South Africa Delegation, from left: **C. G. DuPlessis, B. D. DeJager** and **J. Matthews.** At right, **G. H. Lunam** of Nigeria and (r) **J. Adjetey** of Ghana.

The problem arises because fisheries taxonomists over the years have selected and named certain fish to be "true" sardines. The U. S. and Norway have considered that the young of any of the clupeoid fish could be labeled sardines.

How to solve the Maine-Norway dilemma gave the Conference Steering Committee quite a headache. Finally, at the very first opportunity during the second plenary session of the first day, they offered the following resolution which was passed without a dissenting vote:

"The participants in the World Scientific Meeting on the Biology of Sardines and Related Species, *Resolve that* the work and discussions of the meeting will be concerned principally with the biology of the species of the *genera Sardina, Sardinops* and *Sardinella* and that commercial nomenclature will not be the subject of consideration by the meeting."

This resolution says in effect, we are only studying certain species; it has nothing to do with commercial terminology and your turn will come later.

Did they succeed in smoothing all of the ruffled feathers? We think not; but time will tell.

*Next month—This article will be continued with a description of main points reached on six sections of discussion in the meeting agenda.—Eds.*)

## Pulp Mill at Camas Adds Pollution Control

It has been announced that Crown Zellerbach Corp. will spend $750,000 on waste disposal facilities to control water pollution from its pulp mill at Camas, Washington. The facilities, which have been approved by the State Pollution Control Commission, will impound 95 percent of the organic material now entering the lower Columbia River from the pulping process.

About 75 percent of the industrial plant effluents flowing into the lower Columbia have been coming from the Camas plant.

## Machinery to Morocco

George J. Christo, well known in the California sardine industry and the former operator of the Northern Packing Co. and Winged Victory sardine processing plants in San Francisco, has sold the equipment from the Northern Packing Co. to Moroccan interests.

The machinery will be set up at Agadir, Morocco, and Mr. Christo will superintend the installation of equipment and the plant layout. The plant will have three can lines, packing ovals, talls, and 5-oz., and there is a California Press 15-ton-per-hour fish reduction plant.

## Article No. 6, Latin American Series

**Modern Whaling Station** of Ballenera del Norte on the north coast of Peru is perhaps the most modern shore plant for whale processing in the world. It specializes almost wholly in sperms.

# BALLENERA DEL NORTE

## Peruvian Sperm Whaling Operation

## World's Most Modern Shore Station

● The whaling industry in Peru is in a sharp rise, along with other segments of Peru's fisheries industries.

To be sure, the whaling boom is a minor one, not to be compared with the explosion in fish meal, but it shows signs of being a sound, solid sort of prosperity, based on a stable world market and scientific development that may make whale products much more valuable in the future than they ever have been in the past.

Newest of Peru's three whaling plants, and perhaps the most modern shore whaling station in the world, is the Compania Ballenera del Norte, at Tierra Colorada, which is around the point from Paita on the northern coast of the Republic. Hence the name, which means Northern Whaling Company. The catch is almost exclusively of the sperm species.

Ballenera del Norte finished its first year of operation in July, 1958, with a production total of around 4500 tons of sperm oil.

Figures published by the U. S. Fish & Wildlife Service showed that Peru's sperm oil exports for 1958 were 7352 metric tons, as against 4435 for 1957 — an increase of nearly 40%. The same figures show that sperm oil, in tonnage, passed frozen Skipjack among Peruvian fishery exports, and now is fourth on the list instead of fifth as it was in 1957.

**John F. Coburn Jr.,** manager of Ballenera del Norte in Peru.

The statistics show clearly that Ballenera del Norte is doing its share in bringing new money into the economy of Peru.

The Tierra Colorada plant is under the direction of John F. Coburn Jr., who is not only a practical general manager but one of the best-informed men in the industry on whaling in general. The most modern methods of catching and processing sperm whales are used at Ballenera del Norte.

### It's Big Business

● Whaling is fish processing on a massive scale. To begin with, the raw material — that is, the whale itself — comes in large sizes only, each animal weighing many thousands of pounds. Whaling is a kind of fishing you don't do with a pole and line, or with a net.

Whales are hunted rather than caught. Modern whaling guns fire explosive harpoons—a most efficient way of capturing whales. Once harpooned, the whale is injected with

**How Sperm Oil Stands Among Peruvian Fishery Exports**
(Statistics in metric tons from U. S. Fish & Wildlife Service)

| Product— | 1958 (Metric tons) | 1957 (Metric tons) | % Change |
|---|---|---|---|
| Fish Meal | 105,777 | 61,645 | Up 72% |
| Canned Bonito | 12,541 | 17,857 | Down 29% |
| Frozen Tuna | 9,808 | 6,634 | Up 48% |
| SPERM OIL | 7,352 | 4,435 | Up 40% |
| Frozen Skipjack | 6,073 | 5,337 | Up 66% |

adequate quantities of antibiotics; then it is inflated and left to float while the boat goes after further game. At the end of a hunt, the whales are gathered up and towed to the plant.

The boats that make up the Paita fleet are around 135′ long, 350 tons, equipped with 1200-hp steam engines for propulsion. They were built in Norway, the world's leading whaling nation, and Ballenera's boats are commanded by Norwegian skippers, with Peruvian crews. The tugboat operated by the whale plant was built in Callao, Peru, and is powered with a Burmeister & Wain 135-hp diesel engine.

Mr. Coburn admits that his bottleneck at the moment is boats. There are three vessels now supplying Ballenera del Norte, and the plant has capacity for processing considerably more raw product than the fleet brings in. The plant was intentionally built to take care of the biggest day's catch the fleet can produce. The *average* daily catch, however, over a period, is naturally less than the maximum; so the plant can handle substantially more product than the boats can deliver.

### Colossal Surgery

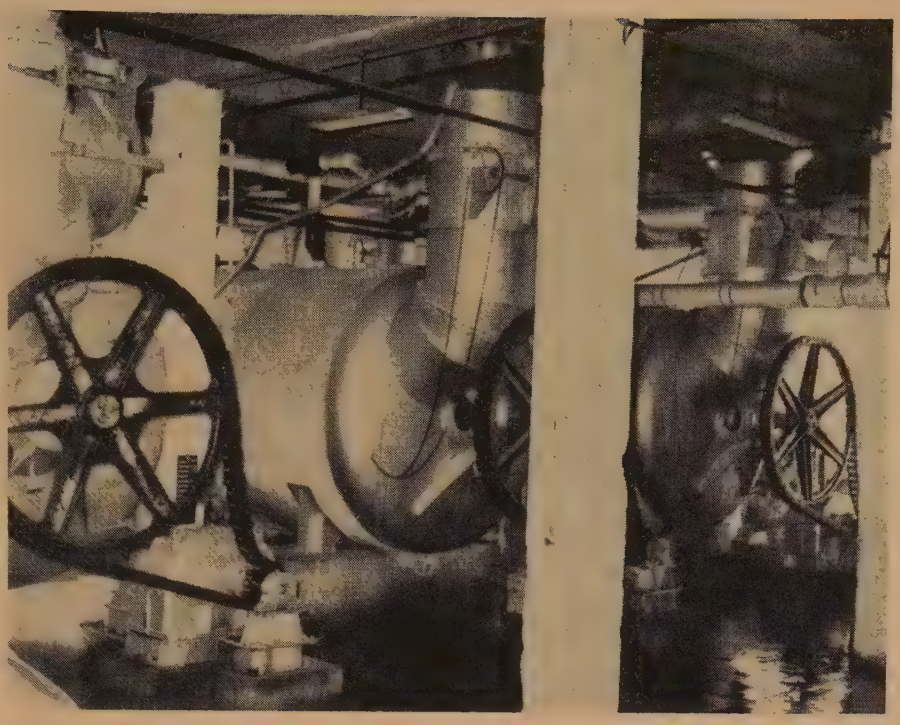
● It is when the whales are brought up on the cutting platform that a visitor really understands what a big-scale operation whaling is.

From the water's edge, the huge sea mammals are brought up a concrete ramp by means of wire cables and chains hauled in by steam winches of the size used on ocean-going freight ships. At Ballenera del Norte, three of these huge winches, made in England, are mounted on the far side of the cutting platform, which is a concrete slab about 200 ft. square in the open air, over the processing room.

As the whales pass over the surface of the platform, they are cut up, partly with mechanical saws big enough to handle redwood logs, partly with special hand tools in the hands of skilled Peruvian operators.

Opening down from the platform directly into the cookers below are several large hatches into which the hunks of whale are lowered.

The cookers are Hartmann make, manufactured in Frankfurt, Germany. They are huge steam pressure units, maintaining a cooking temperature of around 350 deg. F., and each containing a revolving perforated screen through which the whale oil drops as cooking proceeds. Extracted first, the oil goes to Hartmann decanters and is further refined in DeLaval (Swedish) centrifuges, and the solubles concentrated in triple-effect vacuum evaporators—a process not unlike making concentrated orange-juice. The triple-effect evaporators are made in Den-



**Three digesters** directly below the cutting deck of the Paita whaling plant cook the whale meat and blubber for oil extraction. The digesters are of German manufacture.

# En la Industria Ballenera

# Todo Se Hace en Grande Escala

Junto con las otras industrias marítimas del Perú, la industria ballenera está aumentando notablemente. En un solo año, de 1957 a 1958, la exportación de aceite de ballena ascendió de 4435 toneladas a 7352, aumento de cerca de un 40%.

Gran parte de este notable desarrollo se debe a la producción realizada por la nueva fábrica de la Ballenera del Norte, situada en Tierra Colorada, lugar vecino al puerto de Paita.

En Ballenera del Norte se usan los métodos más modernos para cazar y procesar los gigantescos cachalotes que se encuetran en las aguas territoriales del Perú.

Para la caza se usan barcos especiales fabricados en Noruega, con propulsión a vapor y escopetas especiales que disparan tiros a granada. Capturada la ballena, se conserva con inyecciones medicinales y al fin de la cacería se llevan a remolque los cadaveres a la fábrica en tierra.

En la fábrica las ballenas se descuartizan en un gran patio con piso de concreto, usándose cigüeñas a vapor semejantes a las que se emplean en vapores transoceánicos de carga, y sierras también mecánicas de gran tamaño. Despues se cuecen los pedazos en grandes calderas, manteniéndose automaticamente las debidas temperaturas y presiones.

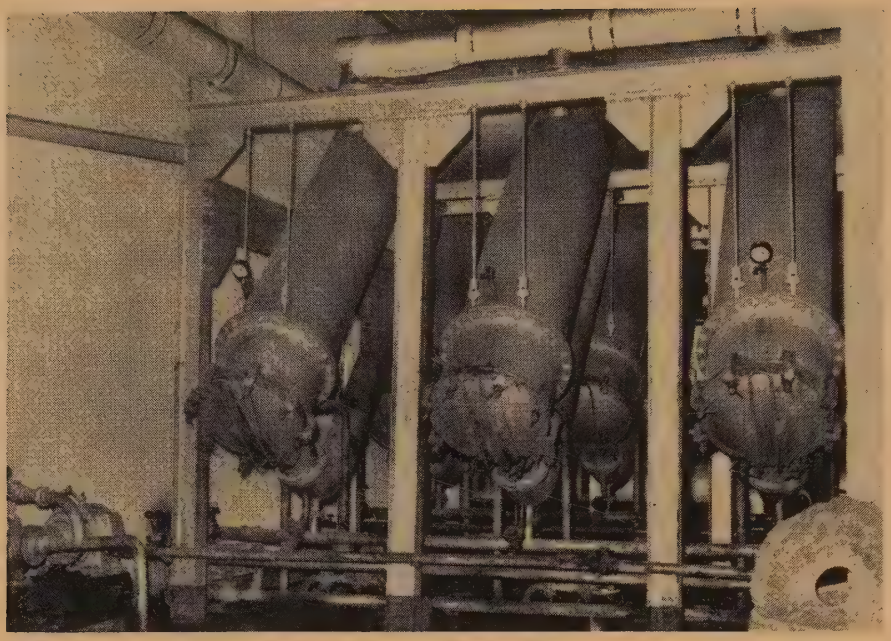
El aceite, que hoy día tiene buen valor económico, se estila con centrífugos y se refina en purificadores al vacío, equipos fabricados en Europa.

De los sólidos que resultan del cocimiento se fabrica harina de ballena, usándose métodos y equipos muy semejantes a los que se usan para elaborar harina de pescado menor.

El porvenir de la industria ballenera promete mucho, debido en gran parte a los estudios científicos que se van realizando en varios centros de las ciencias médicas, químicas y farmacéuticas.

Claro es que del hígado de ballena se podrá extraer buena cantidad de vitaminas, pues un sólo hígado podrá pesar cientos de kilos. También en ciertos hospitales y universidades se usan corazones de ballena para estudiar la anatomía de ese importantísimo órgano.

El gerente de la Ballenera del Norte es Sr. John F. Coburn, hombre de grandes conocimientos en la ciencia y industria ballenera. El encargado técnico es Sr. Lisardo Ayala A.; el administrador, don Roberto McCubbin, peruano; y el jefe de operaciones Sr. Georg Schacht.



**Whale Solubles** are condensed on this evaporator equipment, Atlas-made in Denmark.

mark by Atlas. This is one of the few stickwater plants in Peru, where stickwater processing into solubles is still lagging behind the expanding fish meal and oil industry.

### Whale Meal From Meat

The solid residue that comes out of the cooking process is handled, by and large, pretty much like other fish solids, and processed into meal, with large horizontal cylindrical dryers made at the plant.

Although whaling is a minor branch of fishing in the United States, the fact is that a great deal of research is going on with the aims of getting more economic recovery out of the whale, and of finding new and more profitable uses for its products. Whale oil is used in the manufacture of cosmetics, soaps, some foods and a great variety of consumer and industrial products.

Peru's whaling operations are concerned almost wholly with the sperm variety, for one of the world's principal concentration of sperms occurs along the coast of that country. Some observers believe that this concentration results from the abundance of the Giant Squid in the waters of the Peruvian Current; and because the Giant Squid appears to be a favorite food of the toothed sperm whale. This assumption as to food is based on the large number of horny beaks of the Giant Squid which are found in the stomachs of sperm whales.

Sperm whales are smaller than the more abundant species of the Antarctic, but they yield spermaceti as well as sperm oil, which is a commodity distinct from commercial whale oil.

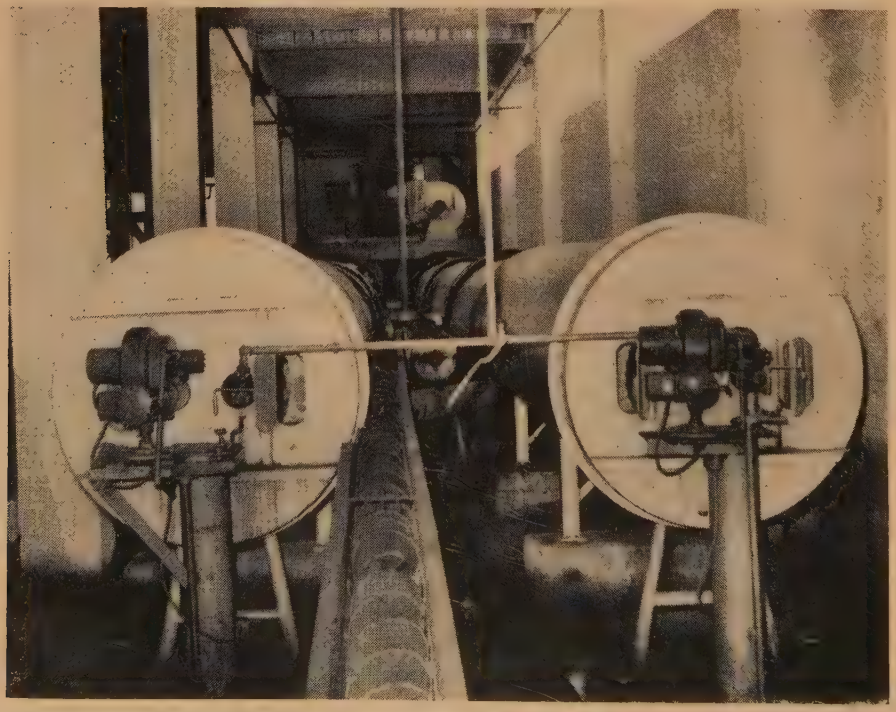
Scientific research holds hopeful promise for the whaling industry, and Mr. Coburn, on the industry side, is a leader in co-operating with researchers.

For example, pharmacists are working on methods of extracting vitamins and other biologicals from the whale liver, which in an average sperm whale weighs 700-800 lbs.

Mr. Coburn recently air-shipped a sperm-whale heart from Paita to the Southwestern Medical School at Dallas, Texas, for research in heart medicine and anatomy. Here again the vast size of the heart is a big help. Working with a whale heart and the naked eye is comparable to working with a monkey's heart under a powerful magnifying glass.

Cancer research has made use of whales' thymus glands, and there is interest in the possibility of extracting adrenalin from whales' adrenal glands.

On the more familiar side, animal food manufacturers are now making wider use of whale meat. Meat from Ballenera del Norte, frozen at the neighboring Norpac fresh-fish plant, has been shipped to the Eastern Fur Food Co. in the U. S. for fur animal foods. Cat- and dog-food canners are using more Japanese whale meat in their formulas.



**Built in Peru** whale meal dryers in the processing plant at Paita, which was constructed with the participation of United States capital.

### Up-to-Date Standards

● The Ballenera del Norte plant is a fully modern industrial unit, maintaining high standards in a land where high standards are difficult to maintain. It is owned partly by Archer-Daniels-Midland Co., America's largest refiners of sperm oil and linseed oil, and partly by Peruvian interests. Production and capacity are on a par with the larger of Peru's two other producing plants.

Water for use in the plant is evaporated from sea-water by one Danish Atlas and one Cleaver-Brooks (Wisconsin) evaporators. The Cleaver-Brooks unit works 24 hours a day and produces water for drinking as well as for plant processes. For standby electrical power and light, the plant maintains a General Electric diesel generating plant.

Boiler capacity is provided by two

Clyde boilers, made in Glasgow, Scotland, with two Chattanooga (U. S.) boilers for standby.

The plant is in a way a development of whaling activity that was begun in 1938 in Peruvian waters by Archer-Daniels-Midland Co., Minneapolis, Minn. For over 20 years Archer-Daniels-Midland had been associated with factory ships that produced 15,000 tons or more of whale oil per season. However, a land-based plant is more efficient and economical, and the Ballenera del Norte installation was built and put into production in July, 1957.

Building the plant was in itself quite an achievement. Because Tierra Colorada is a shallow-water harbor, supplies and equipment for the plant had to be skidded off lighters to a concrete dock when the tide was right. And because the hills come down almost to the water's edge, leaving little level space for building, considerable blasting had to be done to prepare the site.

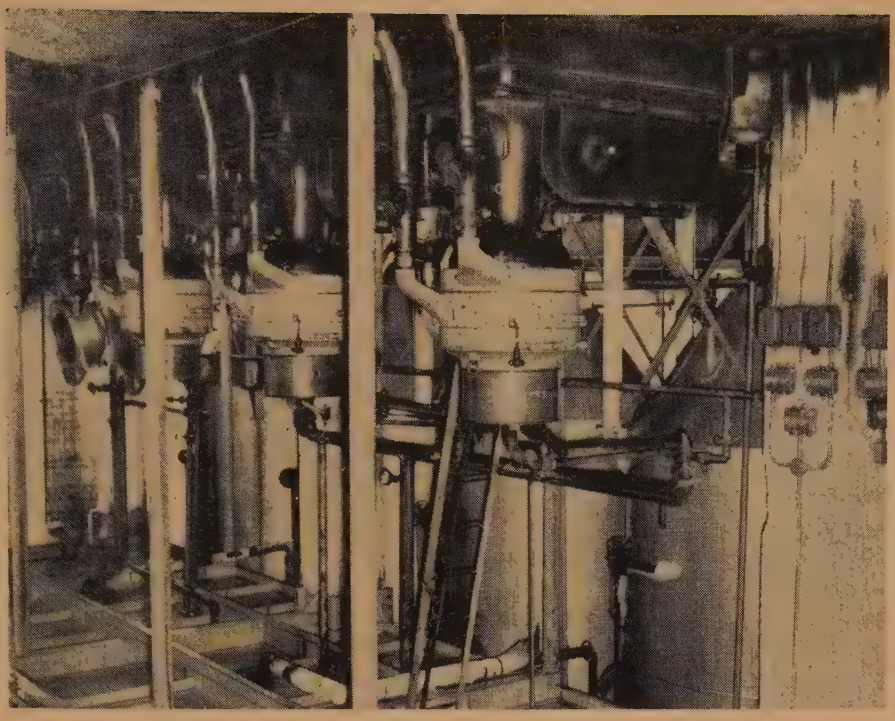
Despite these handicaps, however, the plant was built to modern industrial standards. Not only is the production end up-to-date, clean and efficient, but the offices, laboratories and other facilities are equally well planned and comfortable.

### Personnel From Peru

It is the company's policy to employ as many Peruvians, in technical and supervisory positions as well as operators, as possible. The head technician is Sr. Lisardo Ayala A., Peru-born and trained. Other technicians are in training now at the plant.

The *administrador*, manager of affairs not directly concerned with production, is also a Peruvian, with the un-Peruvian name of Roberto McCubbin. Despite the Scottish surname, Sr. McCubbin speaks Spanish, and next to no English. Georg Schach, who is of German extraction and an experienced whale man, is production superintendent.

General offices are in Lima, but general manager Coburn spends about half his working time at Tierra Colorada, occupying a company house built on the plant premises.



**Centrifugal finishers** purify the whale oil after it has been rough-processed on Hartmann horizontal decanters.

## King Salmon Eggs Make History at Hokkaido

*(PF Staff Report)*

Timed to the commemoration of the 80th anniversary of Japan's Hokkaido fish hatcheries, a gift of 100,000 grains of King salmon egg arrived safely October 12 at Haneda, Tokyo, and were then taken to the Chitose salmon hatchery on Hokkaido.

They were sent by Gov. Albert Rosellini of the State of Washington, whose fisheries director Milo Moore made a trip to the area last year and learned that the Chinook salmon was virtually unknown there, eggs not available, and thus hatching of Kings had been impossible at Hokkaido stations.

About 30,000 grains will be used at Chitose and others will be sent to Tokachi Hatchery for release in such rivers as the Tokachi and Ishikari.

Practically no King salmon have ever come upstream in the rivers of Japan, although there is a legend that in old days at rare intervals quite a few Kings were caught by Ainos — native inhabitants of Hokkaido — and were specially valued.

# Van Camp and Calpak Talk Possibilities of Merger

● One of the world's biggest tuna canning firms, and one of the nation's biggest fruit, vegetable and salmon canners are reported considering a merger.

Van Camp Sea Food Co. of Port of Long Beach, Calif., was the tuna canning firm involved. Van Camp has five plants in California, Samoa, Puerto Rico and a subsidiary plant in Manta, Ecuador. The company reported sales of $56,600,000 for the fiscal year ending May 1, 1959.

California Packing Corporation, the other party to the reported merger discussions, operates 67 food plants, packing a long line of food products, throughout the U. S., Canada and in Hawaii.

Through its subsidiary Alaska Packers Association, the California Packing Corporation ranks among the world's largest canners of salmon. Through another subsidiary it is active in canning in the Philippine Islands.

Its California fish canning operations in recent years have been confined largely to sardines and anchovies. Formerly the company engaged in tuna canning, but of recent years supplies of "Del Monte" tuna have all been custom-canned to its exacting specifications by other operators. Calpak reported sales of $346,200,000 for its fiscal year ending February 28.

California Packing Corporation headquarters are in San Francisco. The "Del Monte" label is one of the best-known brands in the food industry, and has always represented high quality foods.

As this magazine went to press, Van Camp spokesmen said the merger plans were strictly in the exploratory stage. Anything approaching a decision is still in the distance, it was said, but conversations are in progress.

# * *Something* NEW Has Been ADDED!

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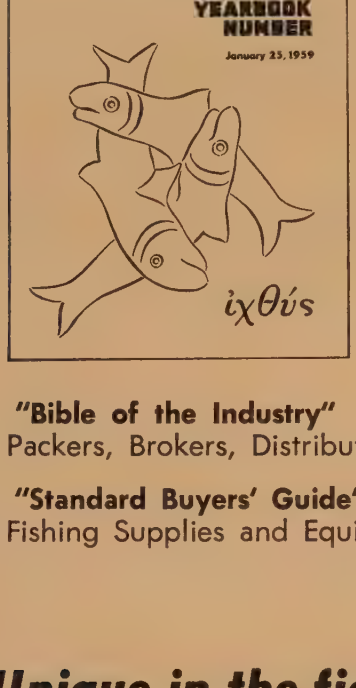


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PACIFIC FISHERMAN'S NEWS

NOVEMBER 1959

**Union leaders from Japan** met with heads of American unions to discuss matters of mutual interest in salmon conservation recently in Seattle. Left to right: T. Nishimaki, International Representative of All-Japan Seamen's Union; John Hawk, Sec.-Treas., Seafarer's International Union, San Francisco; Kumazo Nakachi, President, All-Japan Seamen's Union; George Johansen, Sec.-Treas., Alaska Fishermen's Union, Seattle; Kumajiro Takahashi, Sec. of Fishermen Dept., All-Japan Seamen's Union; Bob Johnson, Business Rep., International Ass'n of Machinists, Hope Lodge 79, Seattle; and E. S. Marvich, observer sent by Gov. Wm. Egan of Alaska.

# B. C. Herring Price Deadlock Ended

● Ending a deadlock over prices extending over many months and resulting in a complete tieup of the fleet, British Columbia herring fishermen returned to the fishing grounds October 5, prepared to operate in the lower east coast area until the quota of 40,000 tons was taken. About 75 vessels were engaged.

After weeks of negotiation, the fishermen agreed to a two-year contract running to October 16, 1961. In the sense that the effective period covers 24 months, the agreement is similar to that reached earlier in the season by salmon fishermen represented by United Fishermen and Allied Workers and the Fisheries Association of B. C.

Prices to fishermen remain unchanged at $13 per ton for reduction purposes and $16 a ton for herring that is canned, salted, etc.

# Sardines Return to Central California

● It seemed abundantly clear by Oct. 8 that sardines really *had* returned to central California waters. One school a half mile long by a third of a mile wide, and containing an estimated 10,000 tons was reported off Pt. Sur.

Furthermore, an ironic twist was given to the situation by the fact that four San Pedro purse seiners were fishing in central California waters, and their catch was being trucked to San Pedro! For years, it will be recalled, Monterey's fleet of purse seiners made their catches in southern California, and the fish had to be shipped to Monterey and San Francisco canneries at the boat owners' expense.

Early in the month it appeared that the fish had started to move south, but as of the night of Oct. 7 they seemed to be back around Monterey again, and on that night some 500 tons were caught within a few miles of Monterey.

It was thought that the fish were mainly of the 1957-58 year class. They are 9 to 10" long, and go five or six to the can.

Monterey fishermen were still getting $35 per ton, but they were on from 30 to 80-ton limits.

In San Francisco it was reported that the market for California sardines was improved due to the scarcity of fish this season. The market, however, is still primarily domestic.

Ovals were selling from $6.90 to 7.25, talls, $5.00-5.25, and 5-oz., $5.85 to 6.10.

The oil and meal market was reported still weak.

### Another Story, Southward

● The condition of the sardine fishery out of San Pedro, up to late October, could be described by one single uncouth word: Lousy.

Up to the October light of the moon, San Pedro boats had delivered

## British Columbia Fisheries Scientist Wins Meyer Fellowship

R. J. LeBrasseur, Canadian fisheries scientist of the Fisheries Research Board's staff at Nanaimo, B. C., has been awarded the 1959 Andre Meyer fellowship for research in fisheries.

This is the first time a Canadian has been so honored, according to the announcement made by Canadian Fisheries Minister J. Angus MacLean, who expressed pride in Mr. LeBrasseur's achievement.

The fellowship, provided by FAO of the United Nations, will give the young Canadian scientist a year of study abroad. He will be given special leave from his post at the Nanaimo station.

A graduate of the University of British Columbia, Mr. LeBrasseur has been specializing in plankton research and ocean productivity, and has published several papers in this field.

The fellowship is a U. N. memorial to the late Andre Meyer, distinguished French scientist famous for his work in agricultural research.

Dr. John L. Kask, chairman of the Fisheries Research Board, says that the award is an indication of the increasing importance placed by the U. N. organization on the oceans of the world as a source of food.

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PACIFIC FISHERMAN'S NEWS

NOVEMBER 1959 Volume 57 Number 12

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a mere 5719 tons, as compared to 46,176 tons for the same period last year.

The reason was partly—a very small part—rough weather, which blew up part of the time. But the weather was not rough enough to keep the boats tied up if there had been fish around.

The sad fact is that there were just no fish.

The biggest day's deliveries to San Pedro were 904 tons on October 5.

● That fleet lost a month's fishing at the beginning of the season due to different ideas on price. On Oct. 3 the fishermen finally decided to go fishing, the canneries generally offering prices of around $35 per ton for sardines, $40 for mixed cargo and $50 for mackerel.

The sardine fishing situation was also slightly complicated by a strike of cannery workers at San Pedro early in the season. The strike would have kept the fleet tied up even if the price situation had been satisfactory; for no cannery could accept fish if there were no workers to put them in cans.

As the October light-of-the-moon ended, catches in the hundreds of tons were reported from around Anacapa island, which was an encouraging sign, indicating a movement of fish somewhat along the lines of last year, when fishermen enjoyed their best sardine year for nearly a decade.

## Allis-Capitol Power Effective in Fishermen

Re-powering with the new Allis-Chalmers Model 21000 diesel has made a considerable difference in the operation of two well-known vessels operating in Northwest waters.

The "Edgar C," renamed the *Jinny C* by owner Chet Carlson, is 70'x17'x 9' and has fished herring for most of the years since she was built. Now dragging out of Bellingham for the Dahl Fish Company, Carlson has found that the new engine has improved the performance of his vessel. The new A-C diesel is turbocharged and turns out 230 shaft horsepower through a Capitol 4½ to 1 reduction gear. Carlson got 10 knots out of his vessel during a recent trip but more important, showed major reductions on fuel consumption.

The *Frank F* owned by Rollin Crump of Astoria is the old "Barron F," a Nakat tender. Crump has converted the vessel to a dragger and is working out of the Columbia River. His A-C 21000 has a Capitol 3.88 to 1 reduction gear. With the new rig the *Frank F* did somewhat over 10 knots on her trial trip, a good two knots over any previous known speed for the boat.

Again fuel consumption seems the most important factor. According to Crump, during a recent 14 day trip the vessel used only 1000 gallons of diesel fuel. With this increased speed and lower fuel consumption Crump and Carlson are both well pleased with their new engines.

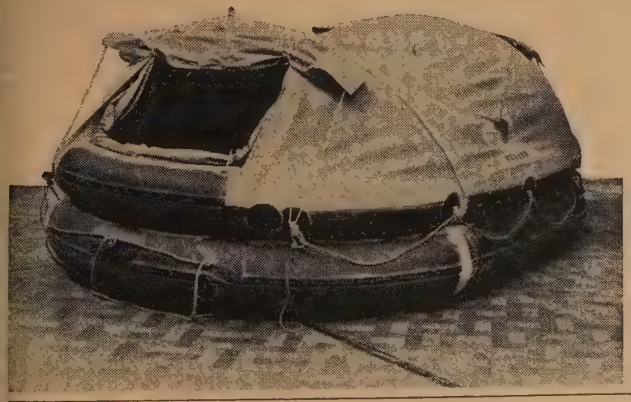
Both vessels had the new equipment supplied and installed by Pacific Fishing and Trading Company, Seattle, distributors for the Allis-Chalmers Marine Diesel engines.

## Tarabochia Wins Race Again at Astoria

John Tarabochia, Astoria gillnet fisherman, can win permanent possession of the *Astorian Budget* trophy for unlimited gillnet boat racing if he takes one more first place in the Astoria Regatta.

Last August he became a two-time winner with his powerful craft, placing first among four craft over the 1¼-mile course. He won the same race in 1957.

**Morro Bay Fisheries,** Dick Carver and Vic Lindwall, partners, are utilizing a reefer car at dockside for ice storage. A Frigidaire ice machine is used for holding.



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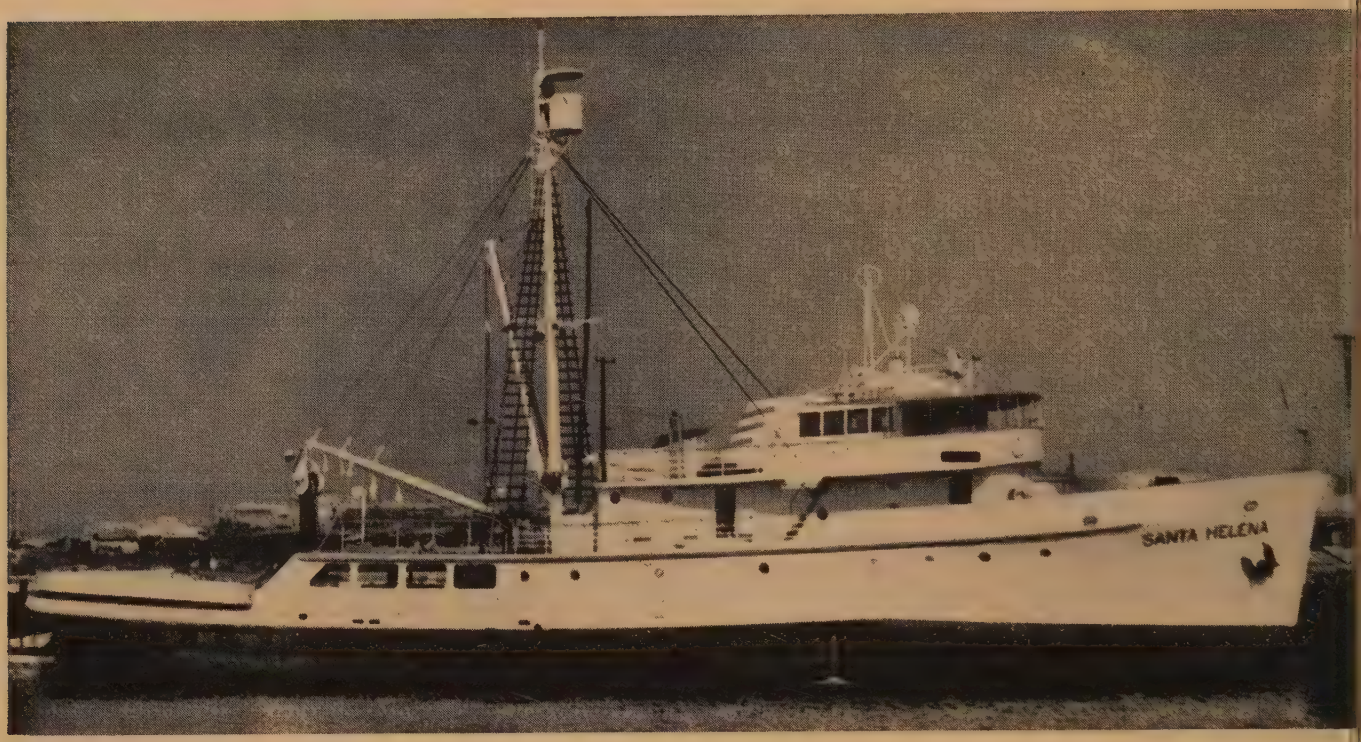
# A Gigantic Purse Seiner Once Again—




**Santa Helena** proves that huge size is no barrier to successful seining when you have a nylon net and power block to pull it. On the port (fishing) side the shelter deck has been cut back to clear the winch just abaft the mast.

**FRANK GARGAS,** skipper, fingers a handful of the Momoi nylon seine with which **Santa Helena** fishes so effectively.

# SANTA HELENA MAKES IT PAY

● *Santa Helena,* rated as the world's largest purse seiner and new queen of the San Pedro net-boat fleet, on her first fishing in her newly resumed role of net boat fully justified her owners' and her skipper's faith in her.

She brought back to Van Camp Sea Food Co. on Terminal Island, Calif., a full load of around 350 tons of tuna taken in a 30-day trip. During the trip she was reported to have caught 180 tons in one 19-hour period —a notable achievement for the vessel, her gear and her hard-working crew headed by Capt. Frank Gargas.

### A Re-Conversion

Besides being perhaps the biggest, and certainly one of the finest, purse seiners afloat, *Santa Helena* is unusual in another way. She is a re-converted vessel, originally built by Avondale of New Orleans as a purse seiner, changed into a bait-boat by Tacoma Boat Building Co., and now re-converted to a seiner by Fellows & Stewart, Terminal Island.

*Santa Helena* mounts a giant boom which nevertheless can be controlled by one man from one station, a job that formerly took two or three men. Control is exercised by means of hydraulic winches.

The power block is also driven hydraulically. The purse winch is a Northern Seiner, built by Tacoma Boat Building Co., and driven by a 75-hp. vari-drive electric motor mounted on the boat deck, forward of the mast, with a reduction chain drive to a line shaft on the main deck.

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### Huge All-Nylon Net

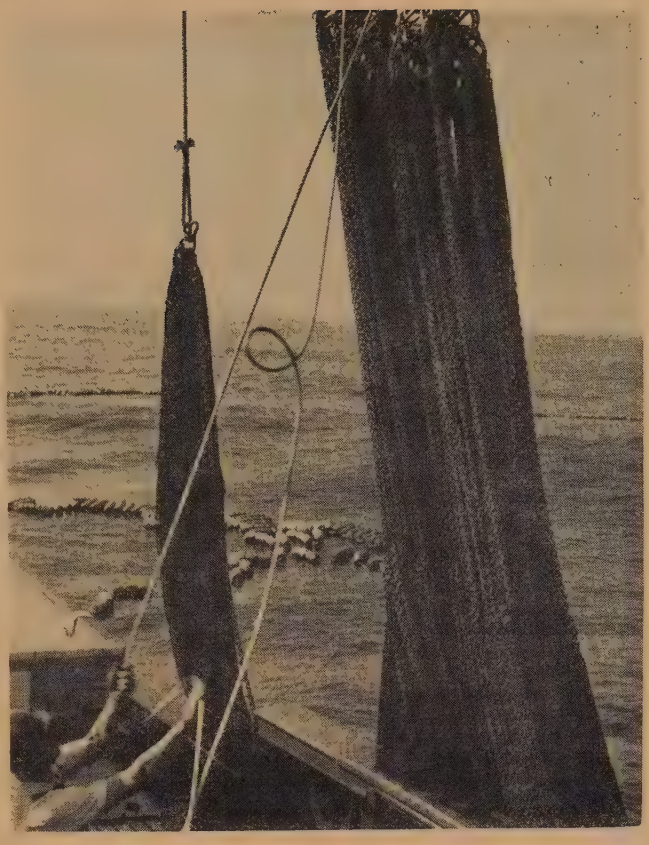
● *Santa Helena's* new net, which did such effective work on her maiden cruise, is all nylon, made from webbing supplied by Momoi Co. through its Los Angeles office and Seaside Supply Stores, San Pedro.

The net is 500 fathoms long of Momoi high-tenacity nylon webbing, No. 42 4½" mesh, with selvage of No. 60 7½" mesh. The overall size is 500 fathoms by 37 fathoms, hung size about 420 fathoms long. All the webbing is specially treated by the manufacturer for sunlight resistance and minimum abrasion wear.

The cork line is about 425 fathoms of Great Western nylon rope, ⅝" and ¾", with 6000 Goodrich Spongex synthetic floats. The lead line consists of about 425 fathoms of ⅜" galvanized steel chain.

This big net is handled fast and efficiently by a Puretic Model 30-C power block mounted on a new 54' boom, made of heavy steel pipe. The mast, which supports a crow's nest big enough for two men, is made of ¼" steel and is 70' long by 14" diameter. The short boom is 37' long, also made of steel.

For efficient handling of the big boom the *Santa Helena* has a pair of Marine Construction & Design Co. hydraulic vang winches and a topping lift.



**RINGS ARE IN—** Chain "leadline" of the gigantic Momoi nylon seine is raised with the purse rings while a hard-hatted crewman in extreme lower left takes the slack out of the steel purse line. The tuna are now surrounded and the bottom of the net closed. Note the Spongex floats marking the corkline.

### Jumbo Skiff and Turntable

● Befitting the world's biggest purse seiner, *Santa Helena* carries the world's biggest seine skiff, 30½' by 15½', made of marine plywood by Mardesich Cabinet & Boat Works of San Pedro. She is powered by a 100-hp. Ford Osco six-cylinder marine diesel engine installed by Fellows & Stewart.

The king-size turntable measures 26' by 23', and is made of 4-by-12" clear Douglas fir timbers, reinforced at corners and other critical points with galvanized steel plate. It stands about 18" above the deck, and in modifying the craft during the conversion job, the after bulwarks were cut down low enough to permit the turntable to revolve above them.

The turntables rides on 20 seven-inch diameter steel rollers, bronze bushed, with ⅛" monel pins. Each pin is individually fitted with a Zerk grease fitting, and center-bored with a groove for grease. The turntable revolves on a ball-bearing pivot pin.

No change was made in the power plant when the vessel was re-converted. Her propulsion is still a 1000-hp. Enterprise diesel engine, with two Atlas 235-hp., 600-rpm Model 6 ES 668 six-cylinder diesel auxiliaries, each driving a 175-kw. generator.

Refrigeration, as before, is supplied by four Baker Ice Machine 6 by 6 compressors.

However, some changes were made in the refrigerated hold astern. Partitions between two pairs of wells were taken out, making two holds out of what were formerly four in the brine refrigeration system.

The bait tanks were of course removed, and the hatch coamings on the port side were cut down for easier net handling. There is now nothing above deck level to trip up a man moving fast across the deck.

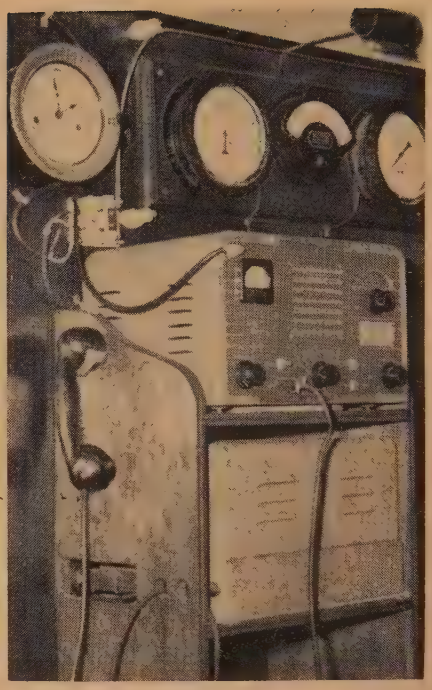
**DON'T CALL THEM BUCCANEERS—** **Charlie Buchan,** center, with his sons. Left, **Charlie Jr.,** superintendent of construction at Fellows & Stewart yard; right, **Peter,** fleet operations manager for Van Camp, which Charlie (himself) has served for decades.

### Special Skiff Roller

● To haul the net skiff quickly and easily aboard the stern, Peter Buchan, Van Camp's fleet operations manager,

**FATHER and SON—**

Skipper Frank Vargas, left, at the hydraulic controls of the Puretic power block, with his father, Steve, helmsman, controlling the Northern seine winch and his cigar at the right.



**EARS and VOICE**

of the master and handy in the wheelhouse, with this Bendix radiophone central among the instruments. **Santa Helena** carries another radiophone as well, and a modern complement of electronic instrumentation.

hit upon the idea of installing a roller in the stern bulwark, inside the groove that is usually provided for hauling the skiff aboard. The *Santa Helena's* skiff rolls aboard smoothly, the keel fins passing over the roller with no friction or abrasion.

*Santa Helena* re-conversion, by the way, is a bit of a family triumph for the Buchans. Peter, as fleet operations manager for the vessel's owners, had a strong voice in the modification and equipping work. His father, Charles, new semi-retired, was called by Van Camp as a consultant on the job; and another brother, Charles, Jr., is construction superintendent at Fellows & Stewart.

The latest in navigational aids and communications has been installed on *Santa Helena.* There is a Type 80-F Bendix automatic direction finder, a Sperry gyro-compass and a Raytheon 1000-fathom Fathometer in the pilot house. The vessel has Sperry automatic steering. In the crow's nest, as well as in the pilot house, there is a DE-21 Raytheon Fathometer recorder.

Beside the Bendix 45-watt radio in the wheelhouse there is a 35-watt set in the net skiff; and in the radio room there is a big Pacific Electronics HF set.

The vessel is equipped with auxiliary steering on the port side of the bridge, so the helmsman can see astern as he maneuvers the ship in fishing or close quarters.

**The SKIFF COMES ABOARD—**

Big as many fishing vessels, the **Santa Helena's** seine skiff is powered with a 100-hp. Ford Osco diesel. The heavy skiff is drawn up over a special roller built into the bulwarks of the converted clipper converted from seiner and back to seiner again.

### Structural Changes

● The usual structural changes were made in converting from bait-boat to net-boat. About half the boat deck was cut back to make room for the net winch and work space on the lower deck. Bait tanks and fishing platforms were removed and the after bulwarks cut down as has been described. The new Power Block and boom were added.

The hull, however, is still the same, 130′ long, 30′ beam all-steel, with racy lines for a vessel that is, after all, primarily a machine for catching and hauling fish.

Besides Skipper Gargas, the new crew consists of Steve Gargas, the skipper's father, wheelman; Eric Ammundsen, chief engineer; Tony Barcot, cook; Sam Cracchiolo, assistant

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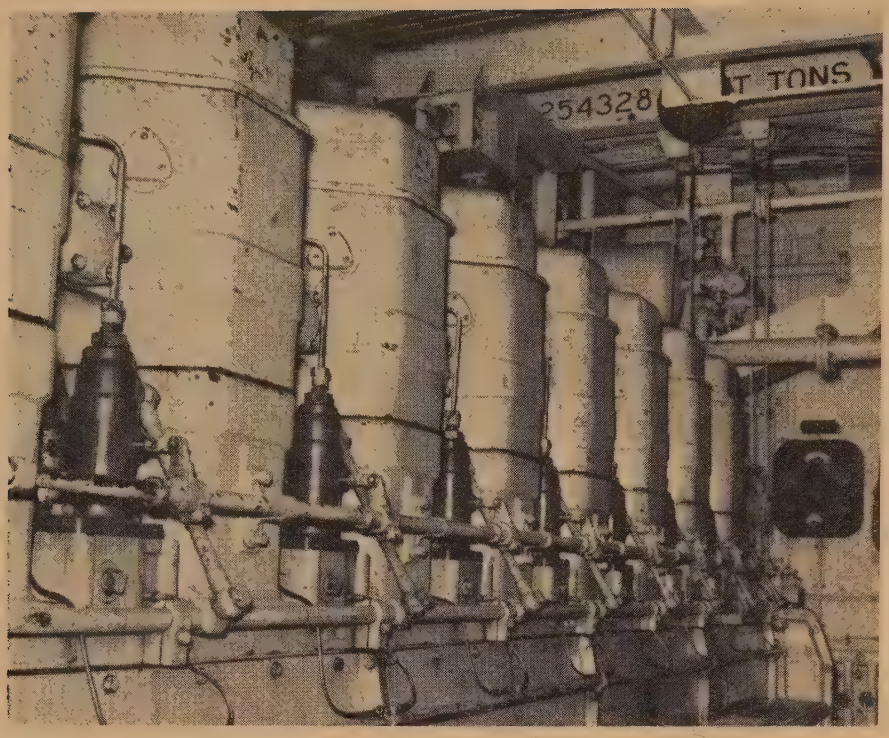


**POWER and ENTERPRISE—**
The big Enterprise diesel which drives **Santa Helena** down the long courses to the tropics and back again, down to the horseshoe with tuna, up at the top among the high-liners.

engineer; Nello Moras, assistant engineer; Frank Skalabrin, Steve Skalabrin, Mike Lomich, Blase Bacica, Joe Cracchiolo, Ricardo Fucchi and Francesco Pizzo.

Although the crew totals 13, there are accommodations aboard for 16 plus the skipper. Frank Gargas, though young in years, is an experienced fisherman, with almost 15 years in the business behind him. He was formerly skipper of the *Columbia,* a very successful seiner which consistently pushed bigger boats for leadership of the fleet in tonnage caught per season. He is no stranger to the *Santa Helena,* either; he sailed one trip on her when she was still a bait-boat.

## Seiner "Claremont" Sold

*Claremont,* well known San Pedro purse seiner, formerly owned by John Evich and John Kunich, has been sold to John T. Cardinalli and Sal Ventimiglia, Monterey. The deal was handled through Dan Bohne & Son, Fishermen's Wharf, San Francisco, and John Karmelich, San Pedro.

John Cardinalli will be skipper of the *Claremont.* Both Sal and John are well known Monterey fishermen. Sal was a former boat owner and cannery operator. The boat is powered with twin GM 6-71 diesel engines in tandem and has a Cat auxiliary.

**Sam Lonero,** one of Monterey's best known purse seiner skippers and former owner of the **Pacific Star,** has chartered the Seattle purse seiner **Marine View,** and is fishing for Enterprise Packers.


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**GREATER FUEL ECONOMY**
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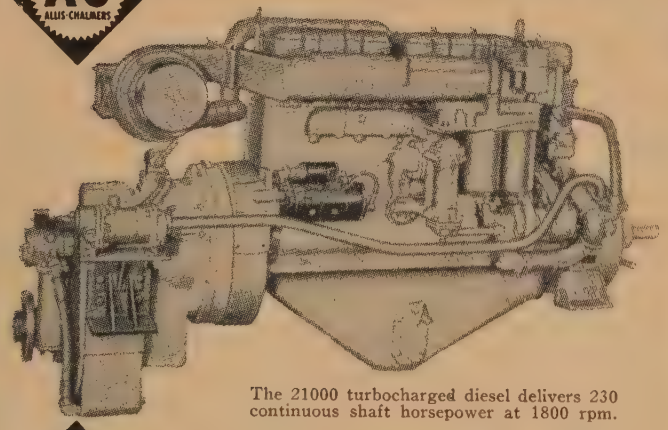

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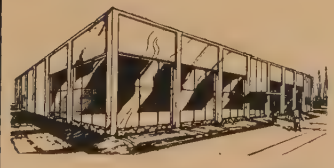

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The 'Frank F' logged 10.2 knots on her trial run and owner Rollin Crump was well pleased with the 2 knot increase in boat speed.

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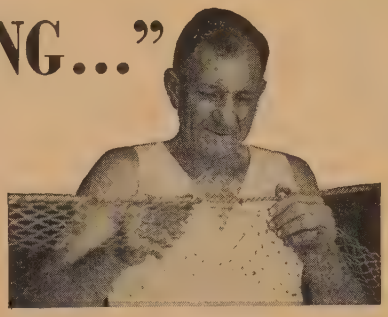
# "AMAZING..."

*Net Shed Foreman Reports on*



PAUL BOEA, *Foreman*

# STARR

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# 1960 *national* BOAT *exposition*

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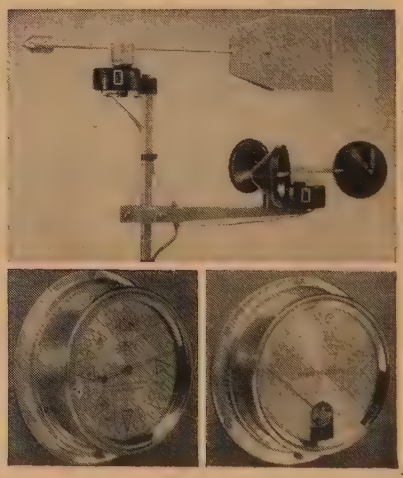

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# Seattle Exposition Features "Commercial Day"

● Companies become corporations, colleges become universities, and the Seattle boat show, coming November 27 through December 6, has become in its twelfth year the Seattle National Boat Exposition, a refinement of name in keeping with the development of its importance to Northwest Marine Industries.

It has been possible in recent years to devote specific portions of show space and show time to commercial boat equipment, and this year commercial fishermen may draw a bead on one particular day—*Friday, December 4*—as their own. On that day —"Commercial Day"—there will be a special open meeting, a gathering of port engineers and like-minded men invited to hear a panel discussion by experts on various phases of boat operation.

● At least five men will be on the panel, moderated by Herb Chatterton of Todd Shipyards Seattle Division, with discussions by experts on fuel injection, propeller design, reverse and reduction gears, electrical systems, and marine hydraulics. All of these discussions will be in relation to marine engine operation, boat design and other subjects.

Speakers on the five topics will be representatives of specific firms in their respective fields, but will generalize on their topics. Judging from the symposium started successfully last year in this way, fishermen can expect to hear free-wheeling discussions, technical but in plain language with plenty of question-and-answer time after each speaker and with time after the session for general questions.

● The Commercial Day meeting will start at 9:30 a.m. in the New Seattle Armory, in a special room set aside from boat show activities for this purpose. It will continue to the lunch hour except for a short coffee recess, and judging from last year when over a hundred men from towboat and fishing fleets attended this conference, a good representation can be expected.

The five topics were selected on the basis of a questionnaire circulated at the end of last year's meeting, on which many members of the audience marked their preference for topics to be discussed this year. The same process will be repeated and thus the "diesel conference" is intended to become a continuous information exchange.

● The timing of this panel session permits those in attendance to follow up their questions on equipment by talking to commercial equipment exhibitors in the show itself, which is open from 1:00 to 10 p.m. on each of its ten days, including of course the afternoon of the meeting itself.

The members of the Commercial Day committee are led by Conrad Ditmore and Neil McLean, with Walt Brydges, Bill Hough, Donn Cripe, Paul Salmon, Jim Chivall, Jim Kelly, Charles Cissna, A. J. Thompson and boat show manager Ed Simonds.

The combination of the boat exposition and its extra floor of equipment displays includes nearly all major manufacturers of marine diesel engines and gears plus most of the marine accessories made for the American market. It offers, under one roof, one of the most complete centers of information on items of interest to boat operators ever brought together.

Many new products are planned by over a hundred firms including these serving commercial fishermen:

Apex Marine & Equipment Inc., Andrew Brown Paint Co., J. F. Boyce, Bryant's Marina, Curtiss-Wright Corporation, Cummins Diesel Sales of Washington, Chain Gear Inc., Dearborn Marine Engines Inc., Eagle Metals Co., Evans Products Co., Fiberlay Inc., Fisheries Supply Co., Fremont Electric Co., Doc Freeman's, General Petroleum Corporation, J. B. Hickman Co., R. D. Hurst Co., Hatch & Kirk Inc., International Paint Co. and International Sales Co., Kolstrand Supply Co., Mathers Supply Co., Harlan McKay Co., Michigan Wheel Co., Modern Motors Inc. (Evans Engine), Edwin Monk, NC Marine, Nordby Supply Co., Northwest Instrument Co., Pacific Marine Supply Co., Pacific Fishing & Trading Co., Johnson Motors, Port of Seattle, Raytheon Mfg. Co., Ross Laboratories Inc., Skagit Plastics Inc., Washington Stove Works, and White Diesel Engine Division of White Motor Co.

## Totem-Carver Drowns

David Martin, Steveston, B. C., fisherman was drowned following a fall from a fishboat in the Strait of Georgia this fall.

Mr. Martin was one of the last of British Columbia's clan of totem carvers. He was the only son of Chief Mungo Martin of the Kwakiutl tribe, and the two men had worked together last year in carving the giant 100-foot totem pole presented to Queen Elizabeth as the province's Centennial gift.

Mr. Martin formerly fished out of Alert Bay and Courtenay.

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**For Sale:** 48'x14'x8' Northern troller. GM Diesel, Lister Aux., 21 ton refrig. hold. Hydraulic winches and gurdies. 30 watt Northern phone, DF, loran, Depth indicator, pilot. 1200 gal. fuel, 250 gal. water. Surveyed spring 1959. Built 1948. $27,500.00. Verne Allen, Broker, P. O. Box 57, Moss Landing, Cal. Phone Castroville, NEwton 3-2422.

**FISHING BOATS** — Many now moored at Moss Landing Harbor ready for inspection: Monterey Clippers, Salmon Trollers, Refrig. Northern Albacore Trollers, Draggers, Seiners and other types. From $1,000 to $75,000. DON WOODWARD BROKERAGE, at Standard Oil Dock & Marine Store. Tel., Castroville NEwton 3-2620; Box 45-A, Moss Landing, California.

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**Wanted to Charter** — Purse seiners — 80' and up. Minimum 70 tons (Net.) For offshore salmon tagging operations in North Pacific Ocean and Bering Sea—approximately mid-April to mid-September 1960. Seines will be furnished by charterer. For further details and bid forms contact F. R. I. University of Washington, Seattle, prior to November 30, 1959.

**FOR SALE, Boat "Cluny".** 40-12-6 round stern troller. 3 cyl. G. M. Diesel, 40 watt fisher phone, Kaar D. F., Freeman pilot. A.p.n. 9 Loran, part refrigerated. 6 spool Kolstrand Gurdies, Kolstrand anchor winch. Galley on deck, gurdies and refrigeration hydraulic operated. Boat in good condition. Write or phone L. E. Cooper, 1951 Standard St., Newport, Ore. Phone 825.

**For Sale**—Fishing boat 38', 671 Diesel, **REFRIG.** hold, Xmitter, D.F., Loran, Auto Pilot, Fathometer, Gurdies, Anchor Winch, $7,000. F. O. Steele, 559 Santa Cruz, Menlo Park, Calif.


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# Clippers Sail

● The San Diego tuna clipper fleet got a shot in the arm last month, when the Tuna Clipper Engineers Union, AFL-CIO, dropped its demand for letters of price guarantee and agreed to go fishing for shares based on whatever the catches would bring at auction.

This action by the engineers released the fleet, the fishermen's unions having dropped their guarantee demands some time ago. Clippers which were ready to sail immediately put to sea. Because of the long tie-up, it was hard to tell how many boats would be fishing by the end of October. Over-optimistic reports said 25 clippers had cleared San Diego when the engineers' action was announced, but informed sources said this estimate was wild.

### A Real Auction

● Earl Claggett, new manager of the American Tunaboat Assn., said his group's auctions would continue, and it was expected that fish would move more readily in a free, genuine auction without an artificial floor under the price.

This would be the first time, since the auction system was instituted in 1957, that tuna caught by the San Diego clipper fleet has competed freely in the market with world tuna. Present auction prices are around $250 for Yellowfin and $210 for Skipjack.

The National Marine Terminal fleet of 19 clippers, supplying Westgate-California (Breast-o' Chicken tuna), San Diego, has continued to fish under the engineers' letters of guarantee, the cannery paying $270 and $230 per ton for Yellowfin and Skipjack respectively.

### Landings Decline

● As anyone would expect, what with the long summer tie-up, California tuna landings were well down under last year's.

According to the US Fish & Wildlife Service's Market News Report, the total clipper landings up to and including September 26 were 55,288 tons, as against 76,722 for 1958. Albacore landings were about the same, 11,695 tons in 1959, 11,098 in '58.

The purse seiners were doing considerably better, though not up to previous years.

Total seiner landings from January 1 through September 26 were reported as 34,463 tons, compared with 38,334 for the same period in 1958.

### Conversions Continue

● No wonder clipper owners were still interested in converting their vessels to seiners.

At one yard — Fellows & Stewart, Terminal Island — there were three conversion jobs under way at once: The *Sun Europa, American Boy* and *Jeanne Lynn.* Two others were finished almost at once by Campbell Machine Inc. in San Diego.

The total number of conversions since Larry Zuanich's *Sun King* led the parade last year will probably be over 20 before 1959 is out.

## New Listers Installed

Nash Martin, owner of the San Francisco jig boat *San Martin,* a 55 footer, has installed a Lister SL2 diesel auxiliary, purchased from General Refrigeration Service, Morro Bay.

The engine has been placed in the engine room so that its fan cools the engine room at the same time the 12 hp Lister is pulling the generator and the ice machine.

Gilbert Charles, skipper of the 50 foot jig boat, *Katherine V.,* Seattle, has had a complete refrigeration job put in by General Refrigeration Service, J. P. Lapp, owner, Morro Bay. A 12 hp Model SL2 Lister air cooled diesel engine provides juice for the boat and for the Universal ice machinery.


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NEW SEINE SKIFF UNIT. Self-contained 100-hp unit complete with gear, instrument panel, cooling and housing. No keel coolers are necessary. Easy to install—drop unit on engine bed and connect propellor shaft. No piping except to fuel supply. Also available in 66-hp heat exchangers.

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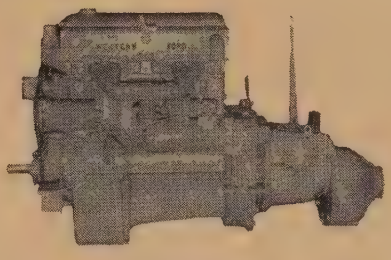
- **MOUNTED HEAT EXCHANGERS—better cooling, less wear on the engine**
- **BETTER ENGINE MOUNTS—new models have engine mounts on crankshaft line for lower profile**
- **BETTER INSTRUMENTATION—new models now have S-W tach drive for better control of speeds**
- **NEW LOW PROFILE—manifolds designed to reduce height making installation easy and better.**



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**Stopping by Olympia, Washington with their interpreter and host to visit the Governor were the five Russians who recently completed nearly a month observing fisheries here. Left to right: Capt. Aleksander Salnikov, Aleksander Isaev, Boris Tarasof (the interpreter, with S. J. Hutchinson standing behind), Andria Gaidukov, Gov. Albert Rosellini, Vasili Kalenov and Dr. Igor Kurenkov.** Photo by Mildred Erickson

# Five-Man Russian Exchange Team Takes Long Look at U.S. Pacific Fisheries

● In three weeks touring Oregon, Alaska, and Washington, a group of Russians representing the fisheries technology of their nation recently looked-in at packing plants, hatcheries, laboratories, fleets and other facilities. They saw the fish and they met the fishermen. They discussed mutual problems to an extent indicating that here in the fisheries field lies perhaps one of the most useful chinks in the "Iron Curtain".

The five men, officially guests of the U.S. Bureau of Commercial Fisheries, were: Andria S. Gaidukov, head of the group and Chief, Section of Fishery Economics and Production; Vasili N. Kalenov, First Deputy in Charge of Fisheries, Kamchatka Region; Dr. Igor I. Kurenkov, Assistant Director, Biological Studies, Kamchatka Region; Aleksander I. Isaev, Chief of Conservation and Reproduction; and Aleksander M. Salnikov, Captain of a fishing vessel, medium trawler. They were accompanied by Boris Tarasof, interpreter with the U.S. State Dept., which arranged the visit.

They arrived late in September in Seattle, where they were joined by Samuel J. Hutchinson, Regional Director for the Bureau of Commercial Fisheries, and they proceeded to Oregon to view fish facilities there. Then they flew to Alaska, where they saw canneries and cold storage plants in the Ketchikan area. On return to Seattle they continued a busy travel schedule with visits to the BCF's Seattle Biological Laboratory, the University of Washington College of Fisheries, an all-day cruise aboard the WSF vessel *Pelican*, a tour of Anacortes, Washington plants, a trip to Astoria via Olympia, an overnight stay at Longview, Washington, return to Seattle to view U. of W. homecoming football game, several visits to homes of fisheries leaders and tour of the Seattle waterfront including a coffee-

**Fishermen Meet in Ketchikan—W. O. Smith (left) skipper of a troller there, meets Capt. A. Salnikov, who said this was the first American fisherman he had met. In center photo, Andria S. Gaidukov, left, chief of the Russian visitors, inspects stacks of frozen halibut at Ketchikan Cold Storage plant with James Pinkerton, manager, looking on. Photo at right—Gaidukov told U.S. fishery officials there, "The way has been opened for better understanding between Soviet and U.S. fishermen."**

Photos by John Lindop

hour visit with fishermen at the Wharf restaurant. The heavy itinerary was sprinkled with public banquets as well as private hospitality and many interviews.

While the visit may not provide direct, tangible results it might be considered a triumph in diplomacy of a private sort, and besides the continuous exchange of information there were many conversations on matters of mutual marketing and resource conservation problems.

The group continued to Washington, D. C. before returning to Moscow. The visit was the second half of an exchange—a three-man American team having recently visited Russian facilities in Siberia. The three Americans who made the visit to Russia were Clinton Atkinson, Fish & Wildilfe Service; Clarence Pautzke, assistant director of the Washington State Dept. of Fisheries; and W. C. Arnold, managing director of Alaska Salmon Industry, Inc. These three were among the many Americans who hosted the Russian group on the return visit.

## Higher Wages Favored For Samoan Canning

Wage increase from 52c to 75c per hour, minimum, was recommended recently for the fish canning and processing industry in American Samoa. Operations of the Van Camp Sea Food Co. there are believed to be the only ones affected.

The Fair Labor Standards Act authorizes special industry committees to recommend minimum hourly wage rates in the territories for industries now operating at or below the $1.00 statutory minimum that applies for the continental United States. The committee was appointed by the Secretary of Labor to include representation of employers, employees, and the public from both the mainland and American Samoa. The committee, following hearings, filed a report of its findings and recommendations with the Administrator of the Wage and Hour and Public Contracts Divisions of the Department of Labor.

## Typhoon Hit Pearl Culture

(*PF Staff Report*)

The tremendously violent typhoon in Japan late in September gave fatal damage to the famous pearl culture of Mie Prefect and damaged innumerable small craft in all prefectures of mid-Japan. Loss of cultured pearls is estimated at 4.7 billion yen and that of mothershell at 570 million yen; it is said that years will be necessary for the rehabilitation.

**The facilities of the Santa Cruz Canning Co.,** Moss Landing, have been improved with the addition of a DeLaval separator and a Feltcher basket machine.

# Weight of Japanese Pinks Ranges 2.98 to 3.09 Lbs.

● An account given by Takeo Fujii, fleet manager of the Taiyo Gyogyo K.K. factoryship group centering on the *Koyo Maru,* presented some interesting data about the 1959 North Pacific salmon season in a recent statement in Japan.

Particularly significant is the data on Pink salmon concentration and the average size of the Pinks caught.

Translation of his statement by the U. S. Bureau of Commercial Fisheries follows:

Net-setting began on May 21 and net-hauling ended on July 21. The quota for each catcher boat this year was 154 tons which corresponds to 75% of last year's 198 tons. The period of operation was 70% of that of last year which, in terms of ratio, was shorter by 5%.

What was particularly striking was that the Pink salmon were distributed over a wide area for a long period of time. So far as the Pinks went, unmistakable signs of a good fishing year were recognized. In a good fishing year, their body size is usually small. This year the body size of the Pink salmon was small on the average, about 1.35 kg. to 1.40 kg. (Equals 2.98 to 3.09 lbs.)

Red salmon were caught throughout the month of May—but really only for about 10 days. As we moved from south to north, the size got larger, and on the average was better than last year. For about 10 days in June near 160° to 163° east longitude at 52° to 53° north, the Red salmon looked promising, but as they afterwards entered the prohibition zone to the west of 160°, we were unable to pursue them.

Throughout the entire fishing season, the Pink salmon always formed a fishing base in two or three sea zones. As a result, the fleets' operations were scattered, unlike last year when many fleets were concentrated within the same sea zone bringing difficulties to the operations.

The triangular prohibition zone southeast of the Kamchatka Peninsula was no problem, but this would be true only of a good fishing year like this year.

There were four Pink salmon fishing areas: (1) the waters around 48°N. and 167°E.; (2) the waters around 49°N. and 163°E.; (3) around the south of Attu Island; and (4) the Bering Sea. Of these, (2) or (3) were the constant fishing areas. Of the 16 fleets, every fleet except the *Eijin-maru, Shinano-maru,* and *Etorofu-maru* fleets, seem to have had operations at least once in the Bering Sea. At times the rate of entanglement was as high as 20 to 30 fish. Because the motherships were not capable of handling so much catch, sometimes the catch was reduced.

The special two-piece and three-piece nets used experimentally for the first time this year may be said to have been a complete failure. Each company hastened with the practical use of the experimental nets with the aim of complete catch of salmon. Where the degree of water transparency was high, however, the fish did not approach, and so the nets were altogether unusable.

There were a few storms and, depending on the sea zone, there seem to have been some fleets which rested for about five days, but our fleet did not rest even once because of a storm.

Investigations by the Soviet inspection vessels seem to have been on the average of about three catcher boats per fleet and two or three times for the motherships. Compared with last year, the Soviet fishery inspection effort has greatly increased. So far as the fishing areas were concerned, operations were not difficult, but the anxiety caused by our attempt to achieve the quota within the framework of strict regulations without causing any problems was quite great.

Regarding the salmon resources, considerable numbers of Pink salmon were migrating, and it seemed doubtful whether the spawning grounds of this vast amount really were in Soviet rivers and streams. Almost no changes are observable in the Red and Chum salmon resources in view of their history during the last four years.

Each fleet this year investigated the actual situation of salmon predation by cutting open the stomachs of the Mackerel sharks that were caught in the nets. Some fleets had more than 500 sharks and others had 200 to 300 sharks. Our fleet had 100 sharks caught in the nets. Of these 80% appeared to have eaten salmon for food.

To utilize the wastes, we made oil and meal out of them.

**A. D'Aquisto & Sons,** Monterey fishermen's supply and equipment house, and a long time Tubbs Cordage distributor, is doing well with the sale of Tubbs polypropylene rope for cork lines for purse seiners. The new Tubbs rope is much stronger and lighter, says Nuncio D'Aquisto, manager of the firm.

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## EXHIBIT
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## Seattle National Boat Exposition

Nov. 27—Dec. 6, 1959

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says Jack Sabel of Camaronera Del Carmen, Campeche, Camp., Mexico.

"For quite a while now," Mr. Sabel explains, "we've heard a lot about Shepherd Plastic Floats and have been impressed by the statements made on them by other users. Because of these fine reports, we are confident that we are getting a superior product."

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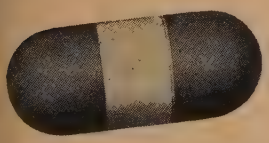

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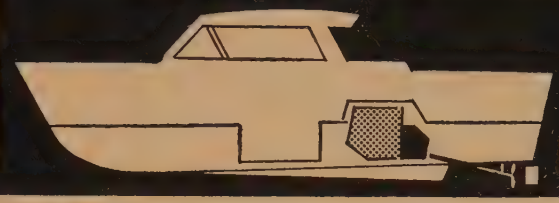

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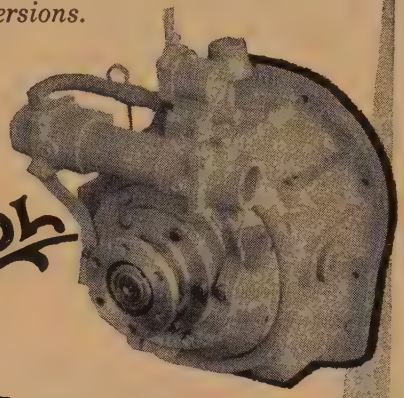

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AUTO ENGINE WORKS, INC.

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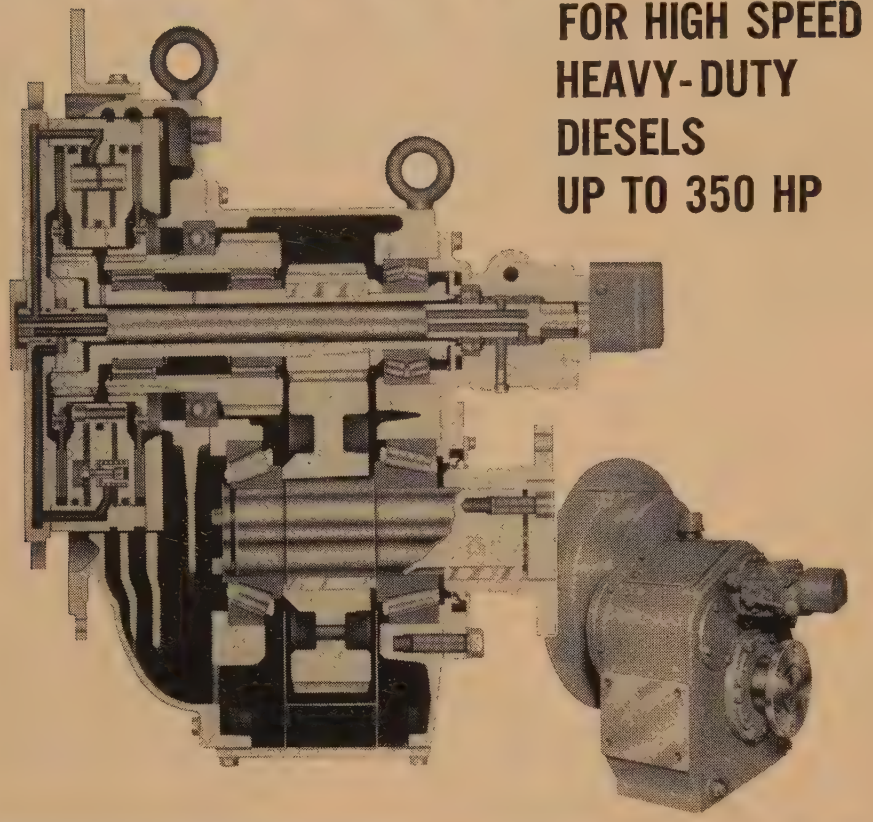

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YOUR BEST BUY IN DEPENDABLE GEARS

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*Transmission Engineers*

FOR OVER HALF A CENTURY


# New Tuna Fishery Off West Africa?

• Developments this year point to the strong possibility of West Africa becoming a factor in the world tuna industry in the not-too-distant future.

Last month Star-Kist Foods of Terminal Island, Calif., signed a contract with the Republic of Ghana to carry out research to determine:

1. Abundance and availability of tuna within a thousand miles of Tema, Ghana;
2. Abundance and availability of bait along the Ghana coast;
3. The most effective fishing methods and vessels to catch tuna and other pelagic fish off the African west coast;
4. Whether it is practical to build a cannery for tuna and other fish at Tema;
5. Availability of fish other than tuna off Ghana;
6. Whether it is practical to establish a wet-fish industry at Tema.

Earlier in the month it was reported that Soviet and Japanese long-line fishing vessels were fishing off the coast of French West Africa and near the Cape Verde Islands, which are off the hump of West Africa.

The waters off West Africa were extensively explored in a practical way last January by the San Diego clipper *Chicken of the Sea,* fishing for the Van Camp cannery at Puerto Rico. Under command of Joe Nunez, the *Chicken of the Sea* landed several hundred tons of tuna off the African coast, and made calls on Ghana officials ashore.

The Star Kist-Ghana survey, according to a dispatch in the Ghana *Times* quoted by the Bureau of Commercial Fisheries Market News Report, is to be financed jointly by the cannery firm and the Ghana government.

## Atlantic Tuna Travel Too

Add to the tales about Pacific tuna being caught a long way from where they were tagged, a news report last month about far-ranging Atlantic tuna.

Fish tagged off Cape Cod, Mass., have been caught off St. Jean de Luz, France, according to reports from the Biarritz Maritime Museum. St. Jean de Luz is on the Bay of Biscay, not far from the Spanish frontier.

Jean Percier, director of the museum, said the catches were a revolution in his study of tuna migrations. Such long migrations, he said, had not been suspected.

The fish were tagged in 1954 by the U. S. Maritime Service.

FOOD FISH MARKETING

*News and Views of National Trade in Fish and Shellfish*

Section of PACIFIC FISHERMAN — November, 1959

# Canned Salmon Stock Short, but Price Increases May Extend Supply

Retail prices of canned salmon throughout most of the U. S. have, at this writing, apparently not yet come up to new wholesale prices. They are beginning to rise as new issues reach the shelves, and even though the new prices will not be fully reflected for over a month this is expected to slow consumer demand sufficiently to make the reduced pack last through the winter.

Export buying is virtually at an end, and the British market seems satisfied. Some interest on the Continent is still reported in areas such as Belgium and Holland, but not amounting to much volume.

It is still difficult to judge the whole retail movement, and if the retail market continues strong in the face of the new price levels, supply on the coast could be exhausted very early in 1960.

Total military subsistence bids will ultimately absorb more than 10 per cent of the total pack of reds and medium reds, including the October 30 opening of bids for 80,000 cases in these grades, which at this writing had not yet taken place.

# Pack of Canadian Salmon Tops Million-Case Mark

• Salmon net fishing in British Columbia waters terminated late in October, with the total pack of all grades standing at about 1,075,000 cases.

Although a disappointing year in some respects, hopes had not been particularly high. The showing would have been considerably better in the Sockeye division had there not been a strike of fishermen for two weeks at the outset of the season when plenty of fish were to be had in some of the more northerly areas.

This season's pack of less than 260,000 cases of Sockeye is in marked contrast to the record performance in 1958 when the Adams River run predominated and the total Sockeye pack at the corresponding date was about four times greater than this season's.

The Pink pack at October 17 was less than 460,000 cases, compared with the previous cycle year's 750,000 cases and 1955's 830,000 cases.

Chums were in comparative abundance in October, however, and they gave fishermen and packers one of the year's few pleasant surprises. The Chum runs during the week of October 19 were yielding favorable catches and the 1959 catch was expected to exceed a million fish, or almost double the catch of the cycle year 1955. Spawning escapement of Chums, with minor exceptions, was light in all streams, particularly so in the important spawning rivers of the east coast of Vancouver Island as well as the Fraser river where in recent years the Chum returns have shown a decline described as "alarming" by the Canadian Department of Fisheries. The official closure ordered October 23 was regarded as essential to provide adequate spawning stocks to perpetuate the runs.

## Southern California Receipts

| | Albacore | Bluefin | Skipjack | Yellowfin | Bonito, etc. |
|---|---|---|---|---|---|
| San Pedro | 19,172 | 7,080 | 42,043 | 66,357 | 542 |
| San Diego | 2,505 | 376 | 19,485 | 15,664 | 11 |
| **Total 1959 through Oct. 17** | 21,677 | 7,456 | 61,528 | 82,021 | 553 |
| Total 1958 | 20,612 | 15,505 | 57,940 | 88,963 | 2,150 |
| Total 1957 | 30,949 | 9,725 | 46,054 | 75,940 | 50 |

## Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

| Items and Packages | Per Case |
|---|---|
| **Puget Sound** | |
| Sockeye, halves | $24 -25 |
| Sockeye, quarters | -14.50 |
| **Alaska** | |
| Red, talls | 35 -37 |
| Red, halves | 23 -25 |
| Red, 4 lbs. (12) | -37 |
| Pink, talls | 24 -25 |
| Pink halves | 13.50-14 |
| Pink, 4-lbs. (12) | -25 |
| Coho, talls | 29 -32 |
| Coho, halves | 18 -19 |
| Coho, 4-lbs. (12) | 32 -33 |
| Coho, quarters | 11 -11.50 |
| Chum, summer, tall | -22 |
| Chum, summer, halves | 12 -12.50 |
| Chum, 4-lbs. (12) | -23 |
| Chinook, talls | -32 |
| **Columbia River** | |
| Blueback, halves | 25 -26 |
| Blueback, quarters | 14 -14.50 |
| Chinook, fancy, halves | 25 -26 |
| Chinook, fancy, quarters | -14.50 |
| Chinook, choice, halves | 17.50-18 |
| Chinook, choice, quarters | -11.25 |
| Silver, halves | -17.50 |
| Silver, quarters | 11.50-12.25 |
| **Tuna, Northwest Pack—** | |
| Albacore, fcy., 7 oz. | 13.50-16.25 |
| Yellowfin, chunk, 6½ oz. | 9 -10 |
| **Tuna, Featured Pack—** | |
| Albacore, fcy, 7 oz. | 14.85-15.25 |
| Albacore, fcy., 3½ oz. | 9.10- 9.15 |
| Albacore, chunk, 6½ oz. | 12.50-13.25 |
| Albacore, chunk, 3 oz. | 7.50- 8. |
| Lightmeat, fcy., 7 oz. | 14.25 |
| Lightmeat, fcy., 3½ oz. | 8.55 |
| Lightmeat, chunk, 6½ oz. | 11.00 |
| Lightmeat, chunk, 3 oz. | 7.50 |
| **Canned Crab—** | |
| Dungeness, 24, 6½ oz. | 12.50 |
| Dungeness, 3¾ oz. | 7.50 |
| **Northwest Shrimp—** | |
| Wet Pack, 24, 4½ oz. | 7.25 |
| **Alaska Shrimp—** | |
| Tiny, 24, 4½ oz. | 7.25- 7.50 |
| Small, 24, 4½ oz. | 8.50- 9.00 |
| Medium, 24, 4½ oz. | 10 |

## Brokerage Firm Re-named H. R. Plate & Co., Inc.

H. R. Plate, head of Berger & Plate Sales Co., 64 Pine St., San Francisco, has announced that after the first of last month the company's name has been changed to H. R. Plate & Company, Inc.

The firm is a canned food brokerage house, and represents G. P. Halferty Co., Seattle, in the area. It has branch offices in Sacramento and Fresno.

# Where Japan Sells its Export Sea Foods Pack

● Japan's export trade in marine foods in 1958 exceeded that of 1948 by 22 times in quantity and 15 times in value.

Some of the significant facts in the export record of Japan marine foods in 1958 follow:

*Canned tuna in brine* was exported wholly to the United States, but the rate of growth which had marked previous season was not fully sustained.

*Tuna in oil* was exported in cases as follows: West Germany, 145,151; Canada, 129,765; Saudi Arabia, 35,451; Belgium, 33,462; Netherlands, 22,705; Lebanon, 21,258; United Kingdom, 8,678.

The increase in the trade with Canada was particularly notable despite the establishment of the export check price in August at a rather high level. However, the volume of orders actually increased thereafter.

Export of Japanese canned tuna to the United Kingdom appeared to be affected adversely by the unexpected Bonanza sales of canned salmon to that country.

Sales of some 100,000 cases of jellied tuna to West Germany are not included in the tuna-in-oil figures given above.

*Canned salmon* exports reached the phenomenal level of 2,482,843 cases, valued at $68,608,442. This great volume of course resulted from the sudden freeing of the British market for salmon in September. The principal export trading was: United Kingdom, 1,594,755 full cases; United States, 428,923; Australia, 183,374; Belgium, 100,369; Netherlands, 44,263; Canada, 39,481.

*Canned crab* advanced satisfactorily in trading with the export of 489,844 cases of King crab and 145,600 cases of Kegani crab. (These figures probably relate to cases of 48 halves, although this point is not clearly confirmed.)

Canned crab export movement, both species combined, was: United Kingdom, 268,426 cases; United States, 164,739; Belgium, 20,984; Australia, 13,707; Sweden, 13,016; Canada, 7,072.

*Canned saury* exports increased markedly in 1958, primarily going to the following countries: Burma, 130,075 cases; Singapore, 102,591; Philippines, 28,381; New Guinea, 18,395; Belgium, 10,667; Ceylon, 3,232. Above data are for oil or tomato style saury. Taken together with other styles of pack, they give a total export of canned saury of 957,144 cases, believed to be all of four dozen 1-lb. cans.

*Canned sardines* fell short in 1958 of the previous year, although the export marks of 1955 and 1956 were exceeded by the foreign shipments of 687,789 cases of sardines in 1958.

**Lionel Shatz**, A. Paladini, Inc., San Francisco, is back from an extended trip to Europe on which he was accompanied by Mrs. Shatz. They visited London, Rome, Paris, Venice, and of course London's famous fish market, Billingsgate.

## Wilbur-Ellis Promotions

Three Wilbur-Ellis Co. traders were promoted recently by the board of directors of the international fisheries factors firm in San Francisco.

Terry Coonan was elected vice-president and manager of the San Francisco Division; John Lauc was named Mr. Coonan's assistant; and Don Thomson, Seattle office, was made assistant manager of the Northwest Division under Ernie Thorson.

Mr. Coonan joined Wilbur-Ellis in 1943 and has worked in the feeds department ever since. Mr. Lauc came to Wilbur-Ellis just a little over a year ago, after experience with Kayler-Dahl Fish Co., Inc., and G. P. Halferty & Co., Seattle, and became manager of the frozen and canned fish department in San Francisco. Mr. Thomson joined WECO in 1951.

## Boy Scouts Honor Gilbert Van Camp

Gilbert C. Van Camp Jr., president of Van Camp Sea Food Co., was awarded a plaque of honor by the Los Angeles Area Council, Boy Scouts of America for his "continued interest in the youth of our community."

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Now Available
COOKED & PEELED SHRIMP
Contact us for Supplies
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## New Sales Execs for Star-Kist, Westgate

Chan Scott, former merchandising and promotion manager for the Fresno, Calif., *Bee*, has been appointed merchandising manager of Breast-O'-Chicken Tuna, San Diego.

At about the same time, John Kerr was appointed assistant advertising and sales promotion manager of Star-Kist Foods, Terminal Island, Calif.

Mr. Scott, the announcements said, will co-ordinate sales promotion work with the field representatives of Westgate-California, packers of Breast-O'-Chicken tuna, as well as managing merchandising matters for the firm.

Mr. Kerr came to Star-Kist from American National Foods (Blue Goose fresh and frozen fruits and vegetables) having previously seen service with Brown-Massie & Associates, Star-Kist's Los Angeles area brokers.

## Elmo Jack Passes

The Los Angeles-area fish industry lost one of its best-known and best-liked personalities October 10 last, when Elmo Jack, owner of E. C. Jack Brokerage Co., died in a Los Angeles hospital.

Mr. Jack, 65 years old, had been in the fish business in Los Angeles for 30 years, and before then several years in the fish industry in Seattle.

**Ocean Garden Products,** San Diego, Calif., one of the nation's leading importers of Mexican shrimp and other sea foods, is housed in a new and larger building. Ocean Garden Products—formerly known as Marine Products Co.—is headed by Gilbert J. Kuhn, and markets its top-grade quality under the Ocean Garden brand.

Mr. Jack was universally respected and liked among his colleagues. His integrity was always above question, and he commanded respect and affection wherever he went, among buyers as well as among producers or brokers.

His son, Ronnie Jack, who had virtually assumed management of his father's firm during the past year or two, will continue the business under its present name. He has moved his office to 368 East First St., Los Angeles. Mr. Jack also left another son Wayne, 16 years old, and his widow.

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Northwest Sea Foods
*A familiar sight in grocery stores from coast to coast!*
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SAN JUAN
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*FRESHEST FISH IN THE FREEZER*
More than 37 Delightful Frozen Seafoods in Both Brands
NOW VACUUM-PACKED STEAKS & FILLETS
IN SAN JUAN'S OWN FLAVOR-SAVOR RETAIL-SIZE PACKAGES
SAN JUAN FISHING & PACKING CO.
PIER 31—SEATTLE, WASH.

## Breast-O'-Chicken Has New Eastern Sales Mgr.

Richard H. Maass has been appointed Eastern Division Sales Manager of Breast-O'-Chicken Tuna, Inc., it was announced recently by Larry M. Kaner, vice-president in charge of sales and advertising.

Mr. Kaner said that Mr. Maass' appointment was part of a company program to expand services to brokers and retailers. "After all, we want our sales force to be able to help to move the product off the shelf, not just to push it into warehouses. Dick Maass' background in advertising and sales promotion equips him to render real service to our accounts," he said.

## Europe's Taste Turns Toward Fresh Salmon

European preference trends toward fresh or frozen salmon for smoking, and away from the mild cured salmon which for many decades was the basic commodity in salmon smoking.

Good market exists in Europe for frozen salmon, particularly Silvers, but supplies currently are secured with the utmost difficulty, due to the tendency of American and Canadian packers to put their Silvers into quarter-pound cans for the British trade.

Sweden and Belgium are the principal markets for mild cured salmon in Europe today, but even there much fresh and frozen salmon is used for smoking.

The trend away from mild cured salmon can be traced to several factors, among which the most significant are the long interruption in supply during the war and the economy embargoes thereafter; and the high price of good quality mild cure, which now has risen until the product smoked from it is barely below fresh smoked salmon in cost.

This year's Pacific pack of mild cured salmon shows a marked improvement over that of 1958 in quality.

These are some of the impressions drawn from Borge Kehler, manager of Vendsyssel & Co., great Danish house, in Brussels; where he has developed a good trade in salmon for Belgium, the Netherlands and France in particular.

He was on the Pacific Coast early in September to consult with Alf Larsen of Seattle, the firm's American manager.

## William Seeman Retires From Seeman Bros., Inc.

William Seeman, who for many years has been widely known throughout the Pacific salmon industry for his connection with Seeman Brothers, Inc., New York City wholesaler of fancy groceries, largely under its famous "White Rose" brand, recently announced his retirement from that firm and his resignation as a director and vice president of the company.

Seeman Brothers, Inc., are reputed to have been the firm which first introduced canned tuna to the American consumer, probably in 1903, when it sold a few hundred cases for R. D. Wade, head of the Southern California Fish Co., and grandfather of W. Wade Ambrose, tuna fleet operator of San Diego. The sale was handled by the late Sig Seeman.

**For over 65 years...**

Bumble Bee has upheld and extended the reputation of the seafood canning industry by processing and marketing products of the finest quality.

In this way, Bumble Bee's matchless standards help to insure the growth of our own business, the welfare of our employees, and a constantly expanding market for the catch of the fishermen.

**Columbia River Packers Assn., Inc.**
**Astoria, Oregon**

*Tuna, Salmon, King Crab Meat, Frozen Seafoods, Seafood Delicacies*

## California Imports of Frozen Tuna

Cumulative data in tons for 1959 through Oct. 17, and for other years to the nearest comparable date. Data from U. S. Market News Service.

| | Albacore | Skipjack | Yellowfin | Unclassified | Total |
|---|---|---|---|---|---|
| San Francisco | 1,124 | 323 | 7,990 | | 9,437 |
| San Pedro | 7,960 | 8,142 | 31,590 | 223 | 47,915 |
| San Diego | 873 | 282 | 4,033 | | 5,188 |
| **Total to Oct. 17** | 9,957 | 8,747 | 43,613 | 223 | 62,540 |
| 1958 | 11,379 | 7,632 | 38,564 | 350 | 57,916 |
| 1957 | 16,161 | 9,272 | 18,569 | 615 | 44,617 |

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No exaggeration, though, to say that with Roebling rope aboard you'll have a lot less to worry about in the heavy-hauling department. It's a rope that is built to take the weight—and take it for a long time. And while it works long and hard, it fights corrosion with a vengeance. That goes for shrimp rope, trawling rope and purse seine rope. Call your distributor or write to Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

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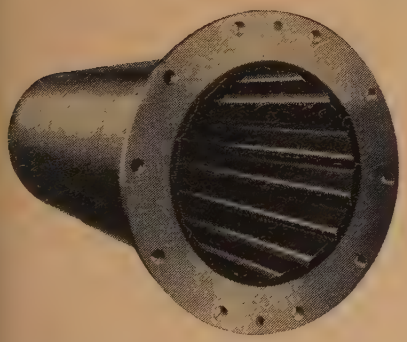
## CUTLESS SOFT RUBBER WATER LUBRICATED BEARINGS



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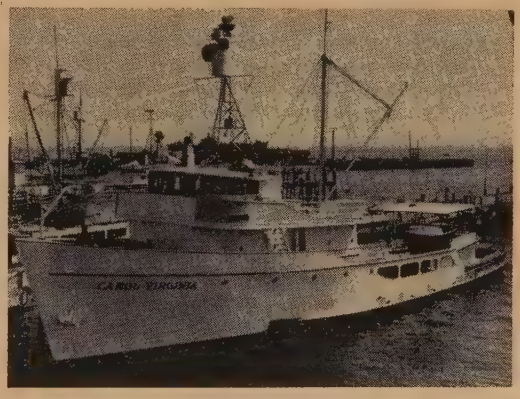

Tuna clipper "Carol Virginia", built by National Steel & Shipbuilding Corporation, San Diego, uses Cutless bearings.

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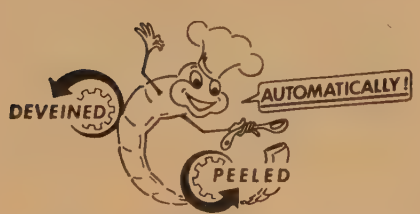


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One of the world's most modern and fully equipped fisheries research laboratories is this new $500,000 technological station of the **Fisheries Research Board of Canada** at Point Grey, Vancouver, B. C., on the University of British Columbia campus. The International North Pacific Fisheries Commission will occupy a small section of the building.

## B. C. Whale Catch Is Numerous, but Tonnage Small, Price Low

• The sturdy fleet of British Columbia Packers delivered more whales to the Coal Harbor shore station this season than ever before—more than 850, compared with 774 last year. So far as records show, this is the biggest catch on this side of the North Pacific in history.

But in spite of the large numbers of whales taken, average size was lower than usual, and tonnage of production may be less than in 1958. Decline in tonnage is due in part to the large number of Sei whales caught earlier in the season—about 190.

A few Blue whales, biggest in these waters, were taken, and by coincidence, when the Coal Harbor station was visited early in September by Fisheries Minister J. Angus MacLean six of them were there, awaiting processing.

Sperm whales have been relatively numerous this year; finbacks scarce.

• From an operating standpoint it has been a successful season, but economically unfavorable. Prices for meal, oil, solubles and other products of the processing plants are abnormally low, and there has been increasing competition from Iceland, Angola, Peru, Japan and other countries in world markets. Menhaden output has also been a strong competitive factor.

Crews of the whaling vessels did well, because of the bonus system which is based on the number of whales taken.

As in past years, the B. C. Packers fleet comprised six vessels—*Polar* 5, *Glove VII, Bouvet* 3, *Lavallee, Nahmint* and *Tahsis Chief*. They are manned by crews from Norway and Newfoundland, except in a few instances where homebred crewmen have been recruited.

## Fish Meal Plants for Mexico?

Newspaper reports from Mexico City last month said the Government was studying proposals by an unnamed Japanese firm to build a chain of fish meal plants in various ports in Mexico.

The company was said to be ready to invest $25,000,000 to $30,000,000 in the project.

U. S. imports of fish meal from Mexico in July 1959, latest figure available, were 138 tons valued at $13,144, according to the Market News Report of the U. S. Bureau of Commercial Fisheries.

Elsewhere the Bureau reported that a new fish meal plant had been built at Carmen, in the Mexican state of Campeche, on the southern arc of the Gulf of Mexico. Modern equipment was in place, the report said, and two boats had been purchased. The plant expected to process at least 80 tons a day, the break-even minimum, and studies showed, it was said, that that quantity of fish was available.

## Two Monterey Cannery Men Move to Peru

Sal Ferrante, well known figure in the Monterey sardine industry, formerly operator of the old Oxnard plant, and of late years superintendent of the Carmel Canning Co. plant in Monterey, has taken a leave of absence from that post to become superintendent of Impresa Pesquera Ilo, S.A., Ilo, Peru.

Mr. Ferrante and his family will leave shortly for the Peruvian port. Impresa Pesquera has a reduction plant for the reduction of anchovies, and bonito offal, and a cannery for canning bonito, and a tuna freezing plant.

Another well known Monterey man, Steve Frease, formerly with the late Frank Mezin in the old Ozol plant near Martinez, has also gone to Ilo to be associated with Impresa Pesquera.

# Nanaimo Lab Will Look at Salmon Behavior

Intensive and close-range study of the way an adult salmon reacts to various conditions is the objective in a new $36,000 laboratory of Canadian Fisheries Research Board's Pacific Biological Station at Nanaimo.

Dr. J. R. Brett, in charge of this new field of research, points out that this study under laboratory conditions may answer several unexplored questions—"For instance, how much stress and strain can salmon withstand during their upstream migration? How do they react to sudden changes in water temperature? How fast do they mature on the spawning grounds?

A new method for catching and handling salmon was necessary for this, because even a few seconds' removal from water can cause serious injury. The scientists at Nanaimo decided it should be possible to get the salmon into the laboratory without touching them, even with a net. Existing methods sufficed for moving fish already in fresh water, but for salt water a new method is to be used.

The scientists will gently round up the salmon in an ordinary seine net, then lift them into tanks with specially prepared brailing nets which have a leather pouch at the bottom. The pouch holds several hundred gallons of water and the salmon rides up to the tank in it without being exposed to the air for even a second. Tanks are padded with foam rubber to prevent injury. Water is pre-cooled to produce a mild anesthesia, and the tanks are brought directly into the laboratory and the salmon released in a 36', 25,000-gallon introductory tank.

The salmon need not be fed; they have already ceased eating in preparation for the spawning run; but once a week they are given a 12-hour salt water "bath" to prevent infection. A "behavior tank" is provided to reproduce stream currents, and here the scientists will use mirrors and motion picture cameras to record every motion of the salmon's body as it is subjected to various conditions.

Automation has come to the **Mission Fish Co.**, Municipal Wharf, Monterey, where Ignatius Favalora, manager, has installed a new conveyor for feeding fish to the filleting line. Fish come from the boats and are placed in sheet metal tanks that hold 500 lbs. of fish, ice, and salt water. They are placed in a holding room, and as they are needed, the tanks on pallets are rolled in on hand lift trucks. Then, by means of a hoist the tanks are lifted, and the contents placed on the conveyor.

"Southern Queen", typical of San Diego's fishing fleet, is 97-footer, rated at 197 tons capacity.


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Aeroquip Flexible Hose and Reusable Fittings install in a fraction of the time needed to form and fit rigid piping. They are corrosion resistant, even on salt water lines, and absorb shock and stress.

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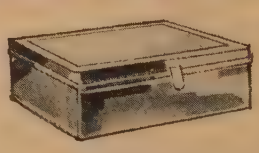

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# Seattle Fish Divoteers Pick Bud Moore as 21st President

• C. E. "Bud" Moore, Fisheries Division, Branch of Market Development, U. S. Fish & Wildlife Service, Seattle, was chosen as the twenty-first president of The Fish Divoteers at their annual fall golf tournament at the Rainier Golf & Country Club, Seattle, September 25. He succeeds Walter B. Johnson of the Halibut Producers Cooperative.

Other officers elected for the ensuing year were Ken Williams, Dehn & Co., vice president; Paul Staley, Seattle Seafoods, secretary; and Jim Braymer, Whitney & Co., treasurer.

With 122 ardent golfers braving the elements, competition was keen for the perpetual and permanent throphies awarded at the evening's festivities which were attended by 180 members and guests. President Walter Johnson presided, while Mike Storniola, Grace Line, Inc., won his spurs as master of ceremonies.

The perpetual trophy for low net in the first division went to Gale Blasingame, Washington Fish & Oyster Co., with low gross honors going to Don Cawley, Western Corrugated, Inc. Arnold E. "Andy" Anderson, New England Fish Co. and Glenn Wicker, Green Bay & Western Railroad, under whose able leadership the tourney was staged, took home permanent cups as last spring's low net and low gross winners.

In the second division the perpetual trophy for low net was won by Ike Alhadeff, Whiz Fish Products Co., with the award for low gross going to Al Hansen, Vernon Scott Paper Co. Permanent cups for low net and low gross last spring were received by John Borseth, Parks Canning Co., Inc. and Joe Brenner, Talbott Carroll Co., Inc.

Leif Ejde, Vita Food Products, Inc., won the perpetual trophy for low net in the third division. Low gross went to C. F. "Budge" Sargent, American Can Company. David Craig and Harold Maust, Maust Transfer Co., were awarded permanent cups for low net and low gross last spring.

Competing in the guest division, M. Larbee and Bob Moir, Tulloch-Western Fisheries, Ltd., Vancouver, B. C., received the award for low net and low gross.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION of

Pacific Fisherman, published monthly except in January when publication is semi-monthly at Portland, Oregon, for October 1, 1959.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:
Publishers: Wm. B. Freeman, L. K. Smith, Miller Freeman, Jr., 500 Howard Street, San Francisco 5, California.
Editor: DeWitt Gilbert, 71 Columbia Street, Seattle 4, Washington.
Managing editor: None.
Sales manager: C. L. Hillyard, 71 Columbia Street, Seattle 4, Washington.
Business manager: R. N. Crosby, 71 Columbia St., Seattle 4, Washington.

2. The owners are: Miller Freeman Publications, Incorporated, 500 Howard Street, San Francisco 5, California; Wm. B. Freeman, Miller Freeman, Jr., 500 Howard Street, San Francisco 5, California; W. E. Crosby, 71 Columbia Street, Seattle 4, Washington.

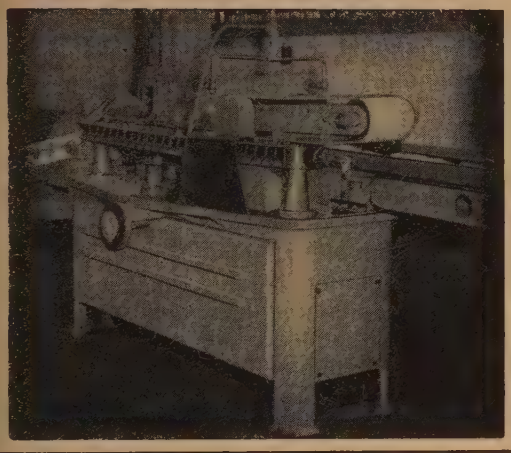
3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (None).

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who not not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

William B. Freeman,
Publisher

Sworn to and subscribed before me this 1st day of October, 1959.

Barbara M. Hampson,
Notary of the Public
San Francisco, California
(My commission expires February 18, 1962)



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# LINES and LEADERS

## Chrysler Now Distributes Pearce-Simpson Electronics

Chrysler Corporation's Marine and Industrial Engine Division has reached an agreement with Pearce-Simpson, Inc., Miami, Florida, to act as sole distributor in 50 states and Canada for that company's marine electronic products, according to W. S. Simpson, Pres., Pearce-Simpson, Inc., and A. S. Hudson, Pres., Chrysler M&I Engine Div. The Pearce-Simpson radiotelephones and ultra-sounder depth indicators will be handled by the 250 Pearce-Simpson sales outlets combined with the Chrysler network of franchised dealers and engine centers, according to L. E. Nelson, Sales Vice-Pres. of Chrysler M&I Div., who states that the agreement is another major step in the expanded marketing program launched last Fall with a new Chrysler plant location, expanded production and a new engine center network. Four months ago the division announced plans to market the German-built Deutz Diesel engine in the U. S. Other products are included in future marketing plans.

**Otto S. Meltzer,** new West Coast representative for Fish Net & Twine Co.

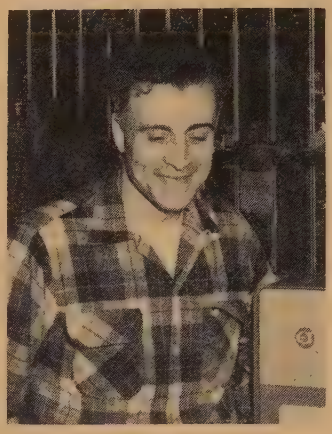
## Otto Meltzer Represents Fish Net & Twine on West Coast

Fish Net & Twine Company, Menominee, Michigan, has appointed Otto S. Meltzer as West Coast representative for their line of "Sea King" netting, twines and accessories.

Mr. Meltzer is well known to commercial fishermen and dealers from San Diego to Vancouver, having represented leading lines in the fishing gear field for the past ten years. His appointment to represent Fish Net & Twine on the West Coast is another step in this firm's expansion program. They are increasing manufacturing facilities and new product development of "Sea King" netting, and assuring even more rapid deliveries and extra services.

## Joe Giannini Opens New Firm, Marine Service & Equipment

Joe Giannini, former skipper of the well known Albacore boat **Arctic**, has come ashore at Morro Bay, Calif., and opened the fishermen's supply and equipment store, Marine Service & Equipment.



**Joe Giannini** now is owner of Marine Service & Equipment.

Stocked are Apelco radios, Exide batteries, Ross and Raytheon depth sounders, Starr nylon netting, Wall and Great Western rope, and a complete line of salmon and Albacore gear.

Also featured is an engine repair shop, both for diesel and gas engines, and an electronics shop, in charge of E. L. Kyzer. Showers are provided for the convenience of fishermen. The store is housed in a 40 x 100' steel building with the engine shop on the side.

G. Stuart Spence, district sales manager, Oakland, for Canco division of American Can Co.

## Canco Appoints New Sales Chief for Oakland Area

G. Stuart Spence, a Canco veteran of 33 years' experience, has been named to head the American Can Company's Canco Division sales office for the Oakland, Calif., district, according to an announcement from Robert C. Stolk, vice president in charge of division sales.

Spence succeeds R. A. Turner, former district sales manager, who has been appointed head of the Canco district sales office in Milwaukee, Wis.

One of the most popular men on San Francisco's Fishermen's Wharf, **Ed Canepa** (center), in charge of Standard Oil Co.'s marine service station there, has retired after 37 years with the company, all at Fishermen's Wharf. Here he is shown making his last "fill" on the troller **"Sea Bird,"** as (l to r) **Giuseppe Torrente,** owner of the boat, **J. M. Lynch,** district sales manager, and **R. M. Douglas,** regional manager, Standard Oil Co., look on. Stanley Booth will now be in charge of the station, assisted by Earl Johnson.

## Rotary Booster Compressors Added to Vilter Line

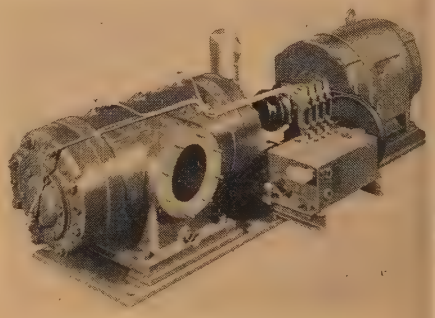
The Vilter Manufacturing Company, Milwaukee, Wisconsin, has announced the addition of a series of rotary booster compressors to its line of refrigeration and air conditioning equipment.

Available for use with Ammonia, Refrigerant-12 and Refrigerant-22, the Vilter Rotary Booster is designed for low temperature applications and will fit readily into multi-stage systems as the first or booster stage.

Ranging in capacity from 4 tons through 400 tons of refrigeration, the VRB features high efficiency, compactness, versatility of application and ease of maintenance.

Because of the absence of all reciprocating parts, vibration and shock are eliminated, resulting in smooth and steady operation.

Of the sliding vane type, the VRB is internally lubricated by means of a mechanically driven force-feed lubricator.



**Vilter Rotary Booster**

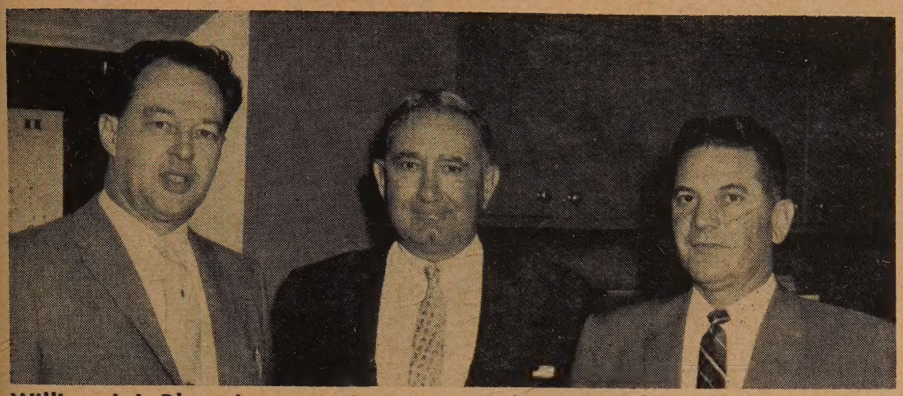
The VRB is especially suited for use in packing plants, cold storage warehouses or any other industry where low temperatures are required for process work.

## Benrad New Bendix Distributors for L.A.

Benrad, Inc., a new firm headed by men of long experience in marine matters, has been appointed distributor for all Bendix marine products for Los Angeles County.

The Bendix line includes radar, direction

The finishing touch after moving in is putting up the store-front sign. Andy Wall, vice-president of newly-formed Benrad Inc., wields the screwdriver, with plenty of advice from (left to right) Jack West, secretary-treasurer; Dick Bates, president, and J. E. Fries, salesmanager.



**William J. LeBlanc Jr.,** executive vice-president, International Paint Co., New York, on his first visit to the Pacific Coast. Mr. LeBlanc is flanked by (left) Jack Robinson Jr., Pacific Coast Interlux sales manager; and (right), J. E. Carambat, executive vice-president, International Paint Co. (Cal.), Inc., South San Francisco.

finders, radio telephones, depth sounders and automatic pilots.

Benrad Inc. has also been named distributor for Southern California for Decca radar for larger vessels, including fishing boats and offshore tugs and workboats.

Another line newly acquired by Benrad is Northern Radio Co. of Seattle, Washington, manufacturers of two-way telephone radio equipment.

Heading the new firm as president is Richard Bates, an experienced radio technician and boat-owner. Vice-president is Andy Wall, who has been in marine sales work on the waterfront for many years. Secretary-treasurer is Jack West, a devoted boat-owner and prominent yachtsman. J. E. Fries is general sales manager.

The new firm, its executives said, will go strongly on service.

## Onan Generator Builders Call On Distributors for Counsel

Broader participation in long-range management planning is being offered its distributors by D. W. Onan & Sons, Inc., Minneapolis, world's largest exclusive manufacturer of electric generating plants.

A newly-formed Distributors Advisory Council, with 10 members selected from throughout the United States and Canada, met for two days of brainstorming sessions in Minneapolis, with the twin objective of stepping up sales intensity and taking a long hard look at company plans for product expansion and diversification.

"This new approach to our sales and product development programs developed as a natural evolution of competitive growth," Roy Mullin, general sales manager for Onan, said.

"After all, our distributors represent the closest link we have with our ultimate customers."

Pacific members of the Council include: Phillip Seynei of Ets-Hokin & Galva, San Francisco; Moore McKinley of Fremont Electric Co., Seattle; and John Brynelsen of Simson-Maxwell Ltd., Vancouver, B. C.

The Council meets twice a year.

## N C Marine Adds Piers

N C Marine, long the dealer for Caterpillar marine diesels and distributor for Chrysler gasoline engines for several years, is expanding its Seattle facilities by installing a large slip with electric hoist for engine installation and three 60-foot piers which will accommodate up to 15 boats of 30-foot length. The new moorage is completely separate from the previously existing facility which will be used specifically for the larger commercial vessels.

## Walter Hansen Named Enterprise Seattle Manager

Walter Hansen has been appointed Manager of the Seattle Branch of Enterprise Engine & Machinery Co., Mr. A. W. Ostrander, Vice President for Sales, has announced.

William H. M. Porter, who has been Enterprise representative in Seattle for over 25 years, retired as branch manager, but will remain on duty in the capacity of engineering and sales consultant.

Mr. Hansen has served as a service engineer for Enterprise for 20 years. He worked with A. C. Estep in the design of the Estep engine, installed engines at various shipyards in Seattle, and operated fishing boat engines on the Pacific Coast.

**Walter Hansen,** new Seattle manager for Enterprise diesels

## John E. Richardson Represents Hirata Spinning Co. Ltd.

John E. Richardson, for forty years with The Linen Thread Co., and for the past 24 years Pacific Coast manager for that firm, is now United States representative for The Hirata Spinning Co., Ltd., Yokkaichi, Japan.

The Hirata Spinning Co., Ltd., is one of the largest manufacturers of cotton, linen, nylon, saran, manryo, and other synthetic netting. Mr. Richardson's headquarters are at 74 Lagunitas Drive, San Francisco, Calif., phone OVerland 1-1196. Mr. Richardson has just returned from an extensive trip to Japan.

## Bendix Promotes Jack Sanders

Appointment of Jack Sanders to the position of West Coast Regional Sales Manager of the Marine Department, Bendix-Pacific, Bendix Aviation Corporation, is announced by Walter P. Rhea, manager of Bendix-Marine. Sanders will be responsible for sales and distributor-dealer relations on the Pacific Coast from British Columbia to the Mexican border and in addition will handle the Gulf Coast of Texas.

Prior to this assignment, Sanders was manager of the Bendix-Marine Branch at San Pedro, which was recently acquired by Benrad, Inc.,

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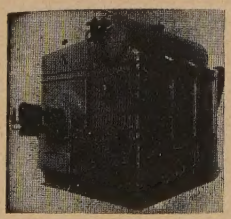

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- They last longer, need less repair because they're twice as strong as cotton with ten times the abrasion resistance.
- They're less visible, more elastic in the water.

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The combined strength of myriad nylon filament yarns or spun nylon yarns twisted together explains the world-famous superiority of "Amilan" Nylon Rope, particularly for fishing or mooring.

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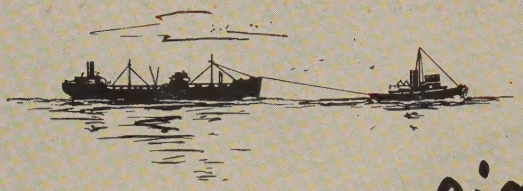

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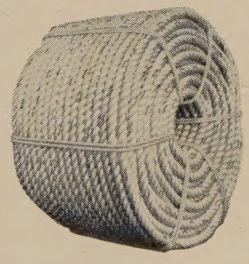
Columbian Tape-Marked Pure Manila Net Rope provides a balanced net when ropes with counter-acting lays are used for binding the opposite edges of a net. Columbian Trawl Line is made with an extra hard lay that stands long submersion. The strongest and longest-wearing fish nets are made of Columbian Nylon and Dacron seine twine.

Right down the line it's Columbian for safety – reliability – outstanding service! Preferred by fishermen for more than 50 years.



Columbian Rope, in all sizes, is available in desired footage. Because of the high quality and uniformity of construction, all Columbian Ropes are easy to splice and are preformed to resist fraying.

**Columbian STALONg NYLON**

Here's the strongest rope you can buy. Naturally waterproof. In sizes up to 10" circ. Made of plied yarn filament nylon, stabilized to prevent shrinkage.

**Columbian STALONg DACRON***

Naturally waterproof, almost as strong as Nylon, without its elasticity. It's stabilized to prevent shrinkage when wet. Available in the same sizes as NYLON, up to 10" circ.

**Columbian Tape-Marked MANILA**

The finest of natural fibre ropes. Available in sizes and types to fulfill almost every Marine requirement. Waterproofed and rotproofed for long service.

**Columbian POLYETHYLENE**

Size for size, this rope is stronger than manila. Its outstanding characteristic is that it floats. High Tenacity Polyethylene can be furnished in several colors and most sizes.

*E. I. DuPont Trademark

## COLUMBIAN Rope Company

**Auburn, "The Cordage City," New York**